10-3-B-5 - EQUIPMENT: Locos.
Utah Ry. #3 (old C. V. #105).

10-3-B-5 - EQUIPMENT: Locos.
Utah Ry. #3 (old C. V. #105).

10-3-B-5
~~10-8-7~~
EQUIPMENT - Locomotives - Utah Ry. No. 3.
(Old C. V. 105)

Original No was C V #102
Changed to CV #105
Changed to URy #3

Engine sold: April 10, 1942
To: U.S.Government, Utah General Depot, Ogden, Utah
Our stock of repairs parts for above engine sold to
U.S.Government, Utah General Depot, Ogden, Utah May 23,1942.

Memo: Material shown in Bill No.120 dated May 28, 1942 vs. Headquarters, Utah General Depot, Ogden, Utah, in the amount of $761.02 (net) represents repair parts solely for use on former Ut.Ry. Engine No.3 which was sold to the U.S.Government (General Depot at Ogden, Utah) on April 10, 1942.

10-3-B-5 - EQUIPMENT: Locos.
Utah Ry. #3 (old C. V. #105).

ISA

FORM U. R. 195-A
(ORIGINAL AND DUPLICATE)

BILL NO. 120
(QUOTE WHEN REMITTING)

Headquarters, Utah General Depot
Ogden, Utah

MONTH'S ACCOUNT May 1942

DATE MADE 5/28/42

TO UTAH RAILWAY COMPANY DR.

MAKE REMITTANCES TO UTAH RAILWAY COMPANY c/o TREASURER
SALT LAKE CITY, UTAH

Value of the following material shipped from Provo to Ogden, Utah, May 23, 1942, Government Bill of Lading #Q-5426023, Purchase Order No. QM-1949-1564-42:

1	Side Curtain	@ 8.87	$ 8.87
8	Tank Brake Hanger 11"	3.285	26.28
3	Spring Hangers	8.08	24.24
1	Main Rod Strap	1.75	1.75
2	Intermediate Side Rod Bushings	14.185	28.37
7	Engine Truck Cellars	1.20	8.40
1	Pilot Beam Casting	16.92	16.92
4	Driving Box Shoe - Front & Intermediate	3.41	13.64
2	Driving Box Shoe - Main & Back	4.94	9.88
2	Driving Box Wedge - Front & Inter.	3.055	6.11
2	Piston Rod	23.905	47.81
6	Driving Springs, Elliptic 18 Leaf	19.245	115.47
1	Crosshead CS-12	41.93	41.93
1	Main Rod	293.48	293.48
1	Right Back Side Rod	75.00	75.00
1	Left Back Side Rod	75.00	75.00
1	Right Front Side Rod	60.03	60.03
1	Left " "	60.03	60.03
1	Right Inter. " "	109.86	109.86
1	Left " "	109.86	109.86
1	No. 10 Ohio Injector	29.60	29.60
4	Crosshead Lock Nuts	.37	1.48
2	Steam Valve Stem	4.22	8.44
4	Steam Valve Swivel Nut	.41	1.64
2	Steam Tube	2.666	5.33
3	Delivery Tube	2.666	8.00
3	Line Check	.50	1.50
3	Stop Rings	.50	1.50
2	Steam Chest Relief Valves	.63	1.26
4	Rocker Grates	5.36	21.44
1	Dump Grate	8.99	8.99
1	Lever Handle	2.38	2.38
2	Steam Valve Washers	.19	.38
1	Primer	1.38	1.38
1	Combining Tube	2.666	2.67

DISTRIBUTION:

FOR FURTHER INFORMATION ADDRESS,
J. E. SMITH, AUDITOR
SALT LAKE CITY, UTAH

FORM U. R. 195-A
(ORIGINAL AND DUPLICATE)

BILL NO. 120
(QUOTE WHEN REMITTING)

Headquarters, Utah General Depot
Ogden, Utah

MONTH'S ACCOUNT May 1942

DATE MADE 5/28/42

TO UTAH RAILWAY COMPANY DR.

MAKE REMITTANCES TO UTAH RAILWAY COMPANY c/o TREASURER
SALT LAKE CITY, UTAH

- 2 -

4	Steam Valve Hub	@ 2.13	$ 8.52	
4	Steam Valve Nut	.747	2.99	
4	Steam Valve Crosshead	.635	2.54	
1	Steam Primer	2.484	2.48	
2	Lifting Tubes	2.28	4.56	
2	Condensing Tubes	2.529	5.06	
1	Delivery Tube	2.28	2.28	
1	Line Check Valve	.50	.50	
1	Stop Ring	.50	.50	
2	Water Valve Hub	1.87	3.74	
2	Water Valve Hub	2.14	4.28	
			1,268.37	
	Less 40%		507.35	$ 761.02

"I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American Production and Labor Standards, and all conditions of purchase applicable to the transaction have been complied with; and that state or local sales taxes are not included in the amounts billed.

UTAH RAILWAY COMPANY

By J L Dorsey
Purchasing Agent

DISTRIBUTION:

FOR FURTHER INFORMATION ADDRESS,
J. E. SMITH, AUDITOR
SALT LAKE CITY, UTAH

10-3-B-5 - EQUIPMENT: Locos.
Utah Ry. #3 (old C. V. #105).

@

Gsa

Salt Lake City, Utah,
May 13, 1942.

Mr. T. A. Ream, Storekeeper,
Utah Railway Company,
Provo, Utah.

Dear Sir:

I am enclosing Government Bill of Lading No. WQ 5426023 covering material that we have on hand for locomotive No. 3. I am also enclosing copy of list of material on hand at Provo and Martin.

I am giving Storekeeper Bray copy of this letter who will arrange immediate shipment of the material on hand at Martin to you at Provo, and you will please arrange to handle immediately upon receipt of same, consolidating with the material that you have and arrange shipment to Ogden in accordance with Bill of Lading which you will fill out and deliver to the D. & R. G. W.

Please check this list carefully with material that is to be shipped and if there are any discrepancies please notify me before making shipment. Memorandum bill should be prepared in the usual way.

Yours very truly,

JLD:DC

Purchasing Agent

CC: Mr. E. S. Bray

Salt Lake City, Utah
April 20th, 1942.

Mr. N. W. Rice, President
United States Smelting Refining and Mining Co.,
P. O. Box 2137,
Boston, Massachusetts.

Dear Sir:

For your information, Utah Railway locomotive No.3 (American Locomotive Company Shop No.49,309, original Castle Valley Railroad Company No.102, subsequently changed to No.105) has been sold to the United States Government for $7,500.00.

This is a small consolidation type locomotive, built in 1911, is 31 years old, obsolete, too light and inefficient to warrant further maintenance costs and taxes. It is no longer required in our service and we were fortunate in finding a purchaser. The Government is now using this locomotive in switching service at its Supply Depot near Ogden, Utah.

Yours very truly,
(Signed) G. S. ANDERSON

G.S.Anderson
President & General Manager.

A/S
cc: Mr. S. A. Block

10-3-B-5 - EQUIPMENT: Locos.
Utah Ry. #3 (old C. V. #105).

UTAH RAILWAY COMPANY

Salt Lake City, Utah,
April 17, 1942.

A.F.E. No. 898 Eq.

Mr. G. S. Anderson, Pres. & Gen'l. Manager,
Utah Railway Company, Salt Lake City, Utah.

Mr. R. J. Vaughan, Superintendent,
Utah Railway Company, Martin, Utah.
Mr. C. E. Beveridge, Div. Eng., Martin
Mr. W. B. Jones, Acting Master Mechanic,
Utah Railway Company, Martin, Utah.

UTAH RAILWAY COMPANY
RECEIVED
APR 17 1942
SALT LAKE CITY, UTAH

Dear Sir:

We are attaching hereto, for your files, a copy of A.F.E. No. 898 Eq. covering sale of Utah Railway Company's locomotive No. 3 to the United States Government.

Yours very truly,

S. A. McCurdy

Secretary

JES:DC
Attch.

J3

Form UR 94—9-1-40—2M

A. F. E. No. 898 Eq.

UTAH RAILWAY COMPANY

AUTHORITY FOR EXPENDITURE

Authority ~~for an expenditure of $~~ is requested for the purpose of Sale of Locomotive and

on the property owned by Utah Railway Company

now operated by Utah Railway Company

April 18 1942

R J Vaughan
Superintendent

Location of project: State Utah Valuation Section Unallocated

Station or M. P. Unallocated

Description of project:
Sale of Locomotive - Utah Railway No. 5, purchased second-hand during the year 1918 under A. F. E. No. 12-Eq, to the United States Government, their War Department Purchase Order, Authority No. AF-D, 1942 GM 1456 P 74-30 A 0525-2. Office Identifying No. LM 1949-928-42. Purchased F. O. B. Provo, Utah Government Bill of Lading WQ 3762421, Consigned to Depot Quartermaster, Ogden, Utah.

Reasons for recommending this expenditure:

This locomotive is obsolete, being 31 years old, is no longer required and is too small and inefficient to warrant further maintenance expense and taxes.

SUMMARY OF ESTIMATE

Estimated gross cost of Project	$	None
Amount chargeable to:		
Reserve for accrued depreciation for property retired	$ 13,899.05	
Profit and loss for property retired		
Operating Expenses for property retired	7,500.00	
Value of Salvage recovered — Sale Price to U. S. Government	21,399.05	
Cost of property retired	$	
Incidental costs chargeable to profit and loss		
Incidental costs chargeable to operating expenses		
To other accounts		21,399.05
Net ~~charge~~ credit to property Investment Account		$

Total Cost to be borne by (Name of Company)

Or participated in by (Name all participants and amount borne by each)

Recommended R J Vaughan Superintendent

Recommended W G Jones Actg. Master Mechanic

Expenditure and charge approved and authorized:

(Signed) G. S. ANDERSON
(President) PRESIDENT & GEN'L MGR

Recorded and registered: J R Smith
(Auditor)

10-3-B-5 - EQUIPMENT: Locos.

Form U R 95 6-29-26 2M

UTAH RAILWAY COMPANY

A. F. E. NO. 898 Eq.

DETAILED ESTIMATE

Sheet No. 1 of 1 Sheets
Reference
Reference

Office of Acting Master Mechanic

Date April 10, 1942.

Location and Description of Project: Sale of Utah Railway Locomotive No. 3, to the United States Government, their War Department Purchase Order Authority No. AT-D, 1942 QM 1456 P 74-30 A 0523-2.

DETAILED ESTIMATE OF LABOR AND MATERIAL

PROPERTY RETIRED AND NOT REPLACED:

Account No. 51 - Steam Locomotives

Ledger value of Locomotive No. 3		CR	$ 21,399.03

Account 776 - Accrued Depreciation - Equipment

Ledger Value	$ 21,399.03		
Less Salvage (Sale Price)	7,500.00	DR	13,899.03

Account 718 - Miscellaneous Accounts Receivable

Bill Collectible against United States Government covering sale price of locomotive		DR	7,500.00
Net			--- --

Estimated by V. B. Jones (Name) Actg Master Mechanic (Title)

Approved R J Vaughan (Name) Superintendent (Title)

Salt Lake City, Utah
April 16, 1942.

A.F.E. 898 Eq.

Mr. S. A. McCurdy, Secretary
Utah Railway Company,
Building.

Dear Sir:

I have approved, and transmit to you herewith, for recording and distribution, A.F.E. form covering the sale of Locomotive No.3 to the United States Government.

Yours very truly,

(Signed) G. S. ANDERSON

President & General Manager.

A/S
Encls

10-3-B-5 - EQUIPMENT: Locos.
Utah Ry. #3 (old C. V. #105).

UTAH RAILWAY COMPANY

Salt Lake City, Utah,
April 16, 1942.

A. F. E. No. 898 Eq.

UTAH RAILWAY COMPANY
RECEIVED
APR 16 1942
SALT LAKE CITY, UTAH

Mr. G. S. Anderson,
President & General Manager,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

We are attaching hereto all papers of A. F. E. No. 898 Eq. covering the sale of our locomotive No. 3 to the United States Government.

If this A. F. E. meets with your approval, kindly sign all copies and return for distribution.

Yours very truly,

S. A. McCurdy
Secretary

JES:DC
Encls.

UTAH RAILWAY COMPANY

Martin, Utah,

April 14th, 1942.

Mr. J. E. Smith, Auditor,
Utah Railway Company,
Salt Lake City, Utah.

UTAH RAILWAY COMPANY
RECEIVED
APR 15 1942
SALT LAKE CITY, UTAH

Dear Sir:

As per your request of April 13th, 1942, we approve and return for your further handling five copies of A F E No. 898 Eq. covering the sale of our Locomotive No. 3 to the United States Government.

K-W
enc

Yours truly,

Superintendent.

10-3-B-5 - EQUIPMENT: Locos.

Standard "Examiner"
Ogden, Utah

April 12, 1942

SWITCH ENGINE PURCHASED BY SUPPLY DEPOT

Needed in Cargo Rush; Rail Club to Honor Pensioned Men

(Clicks From the Rails)

Col. William L. Mays announced Saturday the purchase by the Utah general supply depot of a switch engine from the Utah Railroad Co. (coal route.)

The engine, largest yet acquired at the depot, will be used in handling hundreds of cars of supplies being shipped to the coast for eventual routing to Pacific expeditionary forces.

Price of the engine was not revealed.

Thru Intermountain Press Clipping Bureau

FORM U. R. 195-A
(ORIGINAL AND DUPLICATE)

BILL NO. 107
(QUOTE WHEN REMITTING)

MONTH'S ACCOUNT April 1942

Headquarters, Utah General Depot,
Ogden, Utah.

✓

DATE MADE April 14,

TO UTAH RAILWAY COMPANY DR.

MAKE REMITTANCES TO UTAH RAILWAY COMPANY c/o TREASURER
SALT LAKE CITY, UTAH

Value of Steam Locomotive shipped to Ogden, Utah, from Provo, Utah, on April 10, 1942, Government Bill of Lading No. WQ-3762421, to apply on Contract No. W-1949-qm-24, Purchase Order QM 1949-928-42. F.O.B. Provo, Utah.		
1 Steam Locomotive, "American", Manufacturers No. 49309, Utah Railway Company No. 3.	$7500.00	

"I certify that the above bill is correct and just; that payment therefor has not been received; that all Statutory Requirements as to American production and labor standards, and all conditions of purchase applicable to the transaction have been complied with; and that State or local sales taxes are not included in the amounts billed".

Utah Railway Company

By: J. L. Dorsey
Purchasing Agent.

DISTRIBUTION:

FOR FURTHER INFORMATION ADDRESS,
J. E. SMITH, AUDITOR
SALT LAKE CITY, UTAH

10-3-B-5 - EQUIPMENT: Locos.
Utah Ry. #3 (old C. V. #105).

Salt Lake City, Utah,
April 13, 1942.

A.F.E. No. 898 Eq.

Mr. R. J. Vaughan, Supt.,
Utah Railway Company,
Martin, Utah.

Dear Sir:

We are attaching hereto five copies of A.F.E. No. 898 covering sale of our locomotive No. 3, to the United States Government.

If this A.F.E. meets with your approval, kindly sign all copies in the spaces indicated, submit to Mr. W. B. Jones so he may do likewise, and return promptly to this office for further handling.

Yours very truly,

Auditor

JES:DC
Attch.

CC: Mr. W. B. Jones

April 11th, 1942.

Walter Speakman today advises that Engine No.3 arrived in Salt Lake this morning at 5:10 AM. Will depart for Ogden 11:15 AM and should be at that point by 1:30 PM.

-Stansel

cc: Mr.J.L.Dorsey

10-3-B-5 - EQUIPMENT: Locos.
Utah Ry. #3 (old C. V. #105).

FORM UR-36

TELEGRAM

UTAH RAILWAY COMPANY

Provo, April 10, 1942.

G.S.Anderson
S.Lake.

Engine 3 was inspected and accepted by Colonel Mays at Provo today. Interchange inspection made by Master Mechanic Jones and Foreman Grimm of D&RGW and engine accepted over interchange by D&RGW at 2:15 PM. D&RGW switch engine 1191 moved engine off transfer 2:35 PM, date. Colonel Mays advised me he would complete all necessary papers with Mr.Dorsey. Joint RJV, GSA.

L.A.Kane
5 PM

cc: Mr.J.L.Dorsey

Charge to Utah Railway Account.

to W.U. messenger 12:30 pm 3/21/42

---

withdrawn.

Yours very truly,

Purchasing Agent

JLD:DC

Charge to the account of ______________________ $

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
OVERNIGHT TELEGRAM	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1206-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

chd on orig.

SALT LAKE CITY, UTAH, MARCH 21, 1942

IRON & STEEL PRODUCTS, INC.,
135th AND SOUTH BRAINARD AVE.,
CHICAGO, ILLINOIS.

RE EXCHANGES TELEGRAMS BETWEEN US DATED FEBRUARY TWENTY SEVENTH AND YOUR WIRE MARCH SEVENTH. ON OR BEFORE MARCH TWENTY FOURTH YOU MUST PAY IN SALT LAKE TO THIS COMPANY SEVENTY FIVE HUNDRED DOLLARS CASH AND TAKE DELIVERY OF ENGINE NUMBER THREE OTHERWISE ANY OUTSTANDING OFFER IS WITHDRAWN.

J. L. DORSEY, PURCASHING AGENT,
UTAH RAILWAY COMPANY

Charge to Utah Railway Account.

to W. U. messenger
12:30 pm 3/21/42

10-3-B-5 - EQUIPMENT: Locos.

Charge to the account of ______________________ $______

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
OVERNIGHT TELEGRAM	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1206-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Salt Lake City, Utah,
March 2, 1942

W. J. Parker, Vice President,
Iron & Steel Products Inc.
Hotel Governor Clinton,
New York City, N.Y.

Wire date. Wheel Center fourty four inches O.D.

Tire fifty inches O.D.

Utah Railway Company-Dorsey

Charge to Utah Railway Account.

---

withdrawn.

Yours very truly,

Purchasing Agent

JLD:DC

Charge to the account of ______________________ $

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
OVERNIGHT TELEGRAM	NIGHT LETTER ☒
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1206-B

CHECK
ACCOUNTING INFORMATION
TIME FILED

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Salt Lake City, Utah.
February 27, 1942

Iron and Steel Products Incorporated
135th and South Brainard Avenue,
Chicago, Illinois.

Your wire date. While we are not particularly anxious to dispose of engine three for seventy five hundred dollars, will do so providing you can arrange prompt inspection and on cash basis. This offer good for ten days only.

J. L. Dorsey
Purchasing Agent-Utah Railway Company

Charge to Utah Railway Account.

10-3-B-5 - EQUIPMENT: Locos.
Utah Ry. #3 (old C. V. #105).

FORM U. R. 222-B

UTAH RAILWAY COMPANY

M-ORDER NO. 51

CHARGE TO A/C 308.

DATE Provo, Ut. Jan. 28, 1942

To Mr. B. N. Reddington, A. F. M. P. & C.,
Martin, Ut.

DETAIL OF PERFORMANCE

Make following repairs to locomotive 5: Class " Running Repairs."

UTAH RAILWAY COMPANY
RECEIVED
JAN 29 1942

CC GSA JES JLD RJV

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employes should be inspected carefully to insure correct charge to this order, and before approving time slip.

W. B. JONES
MASTER MECHANIC

Inasmuch as the ten days referred to in my wire of the 29th have now elapsed, I am closing my file and the offer is hereby withdrawn.

Yours very truly,

Purchasing Agent

JLD:DC

JSA

Salt Lake City, Utah,
February 10, 1942.

Mr. A. G. Bladholm, Secretary,
Iron & Steel Products, Inc.,
135th and South Brainard Avenue,
Chicago, Illinois.

Dear Sir:

With reference to my wire and letter of January 29th, in answer to your wire of the same date, concerning our locomotive No. 3 which we offered to you at a price of $7,500.

Inasmuch as the ten days referred to in my wire of the 29th have now elapsed, I am closing my file and the offer is hereby withdrawn.

Yours very truly,

Purchasing Agent

JLD:DC

10-3-B-5 - EQUIPMENT: Locos.
#3 (old C. V. #105).

Salt Lake City, Utah
February 10th, 1942.

Mr. R. J. Vaughan, Superintendent
Utah Railway Company,
Martin, Utah.

Dear Sir:

With reference to our telephone conversation of a few days ago regarding the matter of proposed sale of Locomotive No.3. Inasmuch as the 10-day time limit of the offer of sale has expired, you may proceed with the work of making running repairs to this locomotive.

Yours very truly,

(Signed) G. S. ANDERSON

President & General Manager.

A/S

Gsa

Salt Lake City, Utah,
January 29th, 1942

Air Mail

Iron and Steel Products Incorporated,
135th and South Brainard Avenue,
Chicago, Illinois.

Gentlemen:

Following my wire date in answer to yours of the 28th.

I am enclosing one copy of blue print general description drawing of our locomotive No. 3, also one copy of memorandum of improvements and additions as well as form UR-191 showing present condition of locomotive. This locomotive has been and still is irregularly being used in switching and work train service, has been maintained in good operating condition and is ready for service without further repairs being required.

These small consolidated type locomotives are being gradually crowded out of our service by heavier power. In accordance with my wire the price is $7,500.00 f.o.b. Provo or Utah Railway Junction. It is now located at Martin, Utah, where it could be inspected and demonstrated in the event you are interested.

If interested, would be pleased to hear from you at your earliest convenience.

Yours very truly,

Purchasing Agent.

JLD:DC
Encls.

10-3-B-5 - EQUIPMENT: Locos.
(old C. V. #105).

Charge to the account of ______________________________ $______

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
OVERNIGHT TELEGRAM	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1206-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Salt Lake City, Utah.
January 29, 1942

Iron and Steel Products Incorporated
135th and South Brainard Avenue,
Chicago, Illinois.

Your wire twenty eighth. Have one coal burning locomotive in serviceable condition, needing only quarterly inspection, wheel arrangement 2-8-0, Diameter of driver fifty inches, traction effort thrity two thousand seven hundred pounds located Martin. Will sell seventy five hundred dollars f.o.b. Provo. Specifications by mail. Offer good ten days.

J. L. Dorsey
Purchasing Agent-Utah Railway Co.

Charge to Utah Railway Account.

Steel running boards at sides of boiler - A F E 323 - 1925

Cab Wind boards - A F E 413 - 1927

Steam heat in cab - A F E 484 - 1928

Cab storm curtains - 1928

Rose bud type grates - 1929

Hancock inspirators - A F E 563 - 1930

Sludge removed - A F E 569 - 1930

Franklin power reverse gear - 1929

8½ Gross Compound Air Pump - A F E 644 - 1933

Electric marker lamps, front and rear and Electric train number markers and fire hose in box on tank.

Draw bars - A A R D Type front and rear.

Note - Engine in good operating condition and ready for service after quarterly inspection.

UTAH RAILWAY COMPANY

Martin, Utah, January 29, 1942.

Descriptive Data for Hand Fired Steam Locomotive Utah Railway No. 3

Built - December 1910 - American Locomotive Company - Schenectady Works

Manufacturers Number - 49309

Power Data - 20 inch cylinders - 26 inch stroke - Walschaert valve gear

- 50 inch drivers, 2-8-0 type - piston type steam valves -

- Axle load 36250 lb - 145000 lb on drivers - tractive force 32700 lb.

Boiler Data - Pressure 175 lb - Diameter 65 - 70 inches - 275 flues 2 inch O D x 13' 10" long. 2 Crosby pop valves

Fire Box Data - 40¼" x 117 3/16" Grate area 32.8 sq.ft.

Improvements and Additions

Steel pilot beam - A F E 131 - 1922

Rear Electric Headlight - A F E 231 - 1924

Brick Arches in fire box - A F E 266 - 1924

Water Columns - A F E 267 - 1924

Steel running boards at sides of boiler - A F E 323 - 1925

Cab Wind boards - A F E 413 - 1927

Steam heat in cab - A F E 484 - 1928

Cab storm curtains - 1928

Rose bud type grates - 1929

Hancock inspirators - A F E 563 - 1930

Sludge removed - A F E 569 - 1930

Franklin power reverse gear - 1929

8½ Gross Compound Air Pump - A F E 644 - 1933

Electric marker lamps, front and rear and Electric train number markers and fire hose in box on tank.

Draw bars - A A R D Type front and rear.

Note - Engine in good operating condition and ready for service after quarterly inspection.

10-3-B-5 - EQUIPMENT: Locos.

FORM U R 88

UTAH RAILWAY COMPANY

Copy

FOR

Martin, Utah,
August 19th, 1941.

File 20-7

Mr. G. S. Anderson, Pres. & Genl. Mgr.
Utah Railway Company,
Salt Lake City, Utah.

Mr. J. E. Smith, Auditor,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sirs:

We have the following from Asst. Supt. & Master Mechanic Somo under date of August 16th:

> "This is to inform that the fire-fighting equipment originally installed on locomotive 3, while engaged in Provo Joint Yard switching service, was removed at Martin, shipped to Provo, where it is being installed at this time on locomotive 4. Will you please inform our President & General Manager and the Auditor."

Yours truly,

(Signed) R. J. Vaughan

Superintendent.

V-W

Salt Lake City, Utah
April 30th, 1941.

Mr. S. W. Baker, Purchasing Agent
Holly Sugar Corporation,
Box 6, West End Station,
Colorado Springs, Colorado.

Dear Sir:

This has reference to your File No. 2-10, revised, requesting quotation on one second hand steam switch locomotive.

In 1918 this Company acquired four second hand coal burning consolidation type locomotives for switching service at an average cost of $20,000 each. We have no data showing the original cost of these locomotives new.

I enclose three copies of blue print general description drawing of our Locomotive No.3, together with three copies each of memorandum of improvements and additions, as well as Form UR-191 (in triplicate) showing present condition of locomotive. This locomotive has been and still is irregularly being used in switching and work train service, has been maintained in good operating condition and is ready for service without further repairs being required. It was given Class 5 Repairs in 1939 at a cost of $3,057.72. This locomotive is now at Martin, Utah where it could be inspected and demonstrated in the event you are interested.

We quote a price of $5,500 f.o.b. Provo, Utah. These small consolidation type locomotives are being gradually crowded out of our service by heavier power.

Yours very truly,

(Signed) G. S. ANDERSON

G.S.Anderson
President & General Manager.

A/S (in triplicate)
Encls.
BCC: Mr.R.J.Vaughan
Mr.J.B.Somo

10-3-B-5 - EQUIPMENT: Locos.
(old C. V. #105).

HOLLY SUGAR CORPORATION

PURCHASING DEPARTMENT

COLORADO SPRINGS, COLORADO
(BOX 6, WEST END STATION)

In your reply,
please refer to file number

2-10

UTAH RAILWAY COMPANY
RECEIVED
APR 28 1941
SALT LAKE CITY, UTAH

April 25, 1941

Mr. G. S. Anderson, Pres. & Gen. Mgr.
Utah Railway Company
Salt Lake City, Utah

Gentlemen:

Please quote on second hand, used, or rebuilt switch engines as follows:

1 - Only Steam Switch Locomotive:--
Standard gauge 4' 8-1/2";
Weight on drivers 100,000# (or less) to 150,000#;
Equipped with electric generator;
Front and rear lights;
Regulation air brake system;

Coal burner; or
Fuel Oil burner for 12-16 A.P.I. gravity oil; or

1 - Only Gasoline Locomotive, approximately 30 tons, standard gauge, for switching purposes, complete with front and rear lights, generator, etc.

We would prefer an oil burner but will consider coal or gasoline engines. We want a locomotive for switching 3 or 4 loaded beet cars at one time, moving entirely within our own sugar-factory yards, and, hence, it need not meet I.C.C. requirements.

Give complete specifications, age, condition, maker's name, serial number, and original cost; give approximate shipping weight and freight rate that would apply to Worland, Wyoming; advise where located and where can be inspected.

Please send three copies of your bid.

Refer to our file number 2-10, revised.

We reserve the right to accept or reject any bid, or to reject all bids.

Yours very truly,

S W Baker

S. W. BAKER
Purchasing Agent

HWR:RC

UTAH RAILWAY COMPANY

Martin, Utah,

April 29th, 1941.

Mr. G. S. Anderson, Pres. & Genl. Mgr.
Utah Railway Company,
Salt Lake City, Utah.

UTAH RAILWAY COMPANY
RECEIVED
APR 30 1941
SALT LAKE CITY, UTAH

Dear Sir:

Further in connection with the descriptive data for locomotive 3 which was furnished the 28th, we note that there is in stock a considerable number of repair parts for this locomotive.

Some of the parts are back flue sheet, side rods, part of main rod, grate parts, piston rods, etc. A complete list of these parts could be furnished by Purchasing Agent and Provo Store.

B-W

Yours truly,

C. E. Beveridge

Division Engineer.

UTAH RAILWAY COMPANY

Martin, Utah,
April 28th, 1941.

Mr. G. S. Anderson, Pres. & Genl. Mgr.
Utah Railway Company,
Salt Lake City, Utah.

UTAH RAILWAY COMPANY
RECEIVED
APR 29 1941
SALT LAKE CITY, UTAH

Dear Sir:

In accordance with verbal request by telephone from Asst. Supt. & Master Mechanic Somo, we attach six prints of Page 3 of locomotive diagram folio showing locomotive 3. We also attach 3 copies of descriptive data covering locomotive 3 including improvements and additions. It is thought that the latter list includes all the major improvements but there may be some omissions.

We also attach photograph of the locomotive taken in 1918 or 1919 for valuation report. This photograph does not show the electric headlight at rear, the marker lamps and the train number marker sign and lamp. If the photograph is not used or needed please return and we will replace it in copy of Chief Engineer's valuation report Vol. 6 from which it was taken.

B-W
attc

Yours truly,

C. E. Beveridge

Division Engineer.

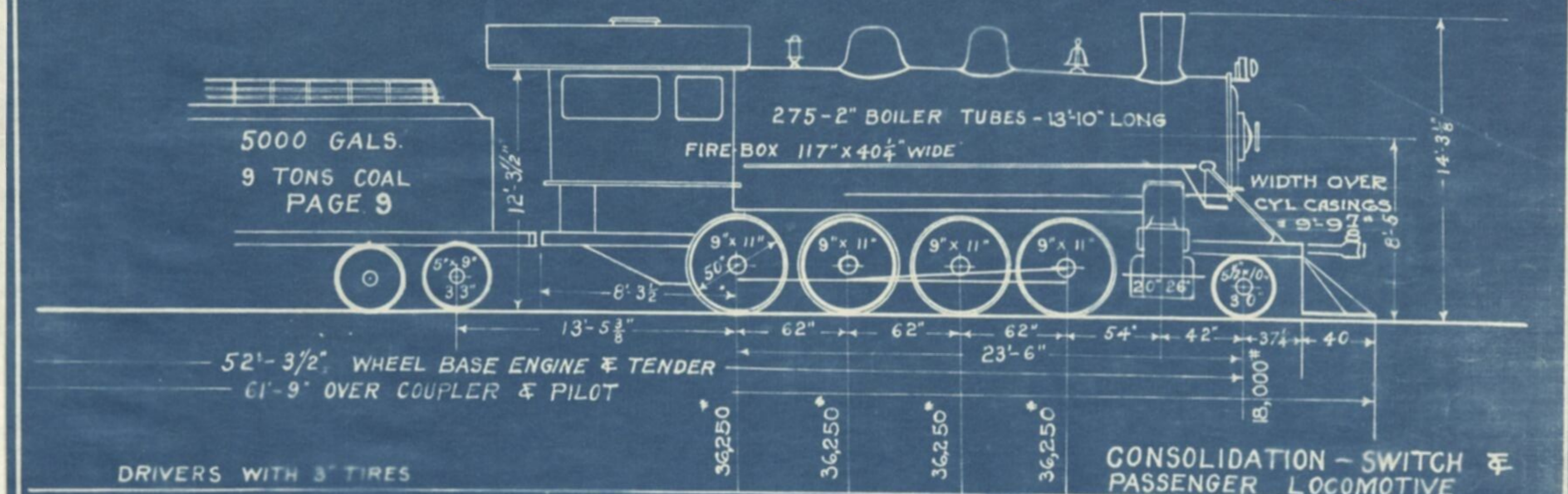
CC - R. J. Vaughan
J. B. Somo.

③

CAB-STEEL

ENGINE NO. 3

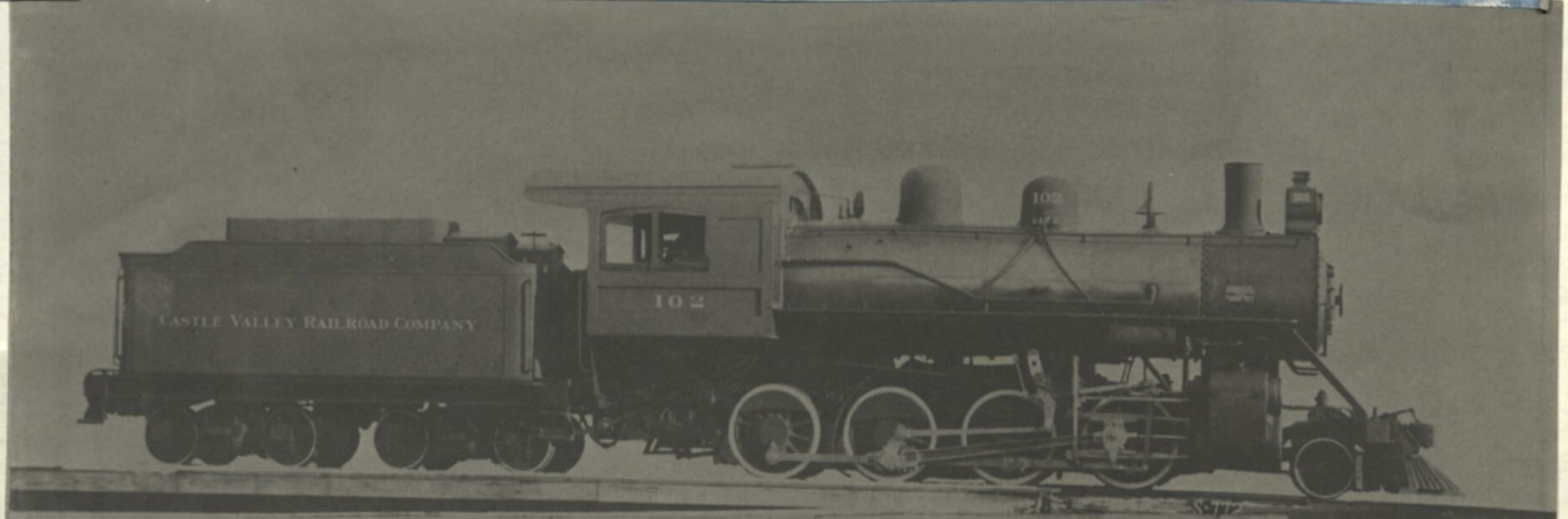
C-50-$\frac{20}{26}$ 145



5000 GALS.
9 TONS COAL
PAGE 9
12'-3½"
275-2" BOILER TUBES-13'-10" LONG
FIRE-BOX 117" X 40¼" WIDE
WIDTH OVER CYL. CASINGS = 9'-9⅞"
8'-5"
14'-3⅛"
5"x9" 33"
9"x11" 50"
9"x11"
9"x11"
9"x11"
20"26"
5½"x10" 36"
8'-3½"
13'-5⅜"
62"
62"
62"
54"
42"
37¼"
40
23'-6"
52'-3½" WHEEL BASE ENGINE & TENDER
61'-9" OVER COUPLER & PILOT
18,000#
36,250#
36,250#
36,250#
36,250#
DRIVERS WITH 3" TIRES

CONSOLIDATION - SWITCH & PASSENGER LOCOMOTIVE

BOILER PRESSURE	175 LBS	HEATING SURFACE		DIA. 1ST. COURSE	65 INS.
CYLINDERS	20" DIA. 26 STROKE	2" BOILER TUBES	1980 SQ FT.	" LAST COURSE	70 "
TRACTIVE POWER	32700 LBS.	ARCH TUBES	NONE " "	LENGTH OF TUBES	13'-10"
WEIGHT ON DRIVERS	145000 "	FIREBOX	180 " "	VALVE-GEAR	WALSCHAERT
WEIGHT-ENGINE LOADED	163000 "	TOTAL	2160 " "	TRAIN SIGNAL	YES.
WEIGHT-ENG. & TENDER LD.	269,000 "	GRATE AREA	32.8 " "	BUILT AM. LOCOMOTIVE CO.	Dec. 1910



CASTLE VALLEY RAILROAD COMPANY
102
102

Purchased by Utah Railway Company.   Utah Ry. No. 3.

FORM UR 105

COPY

UTAH RAILWAY COMPANY

Martin, Utah, April 28th, 1941.

Descriptiv and fired steam locomotive Utah Railway No. 3

Built - De Works

Manufactur

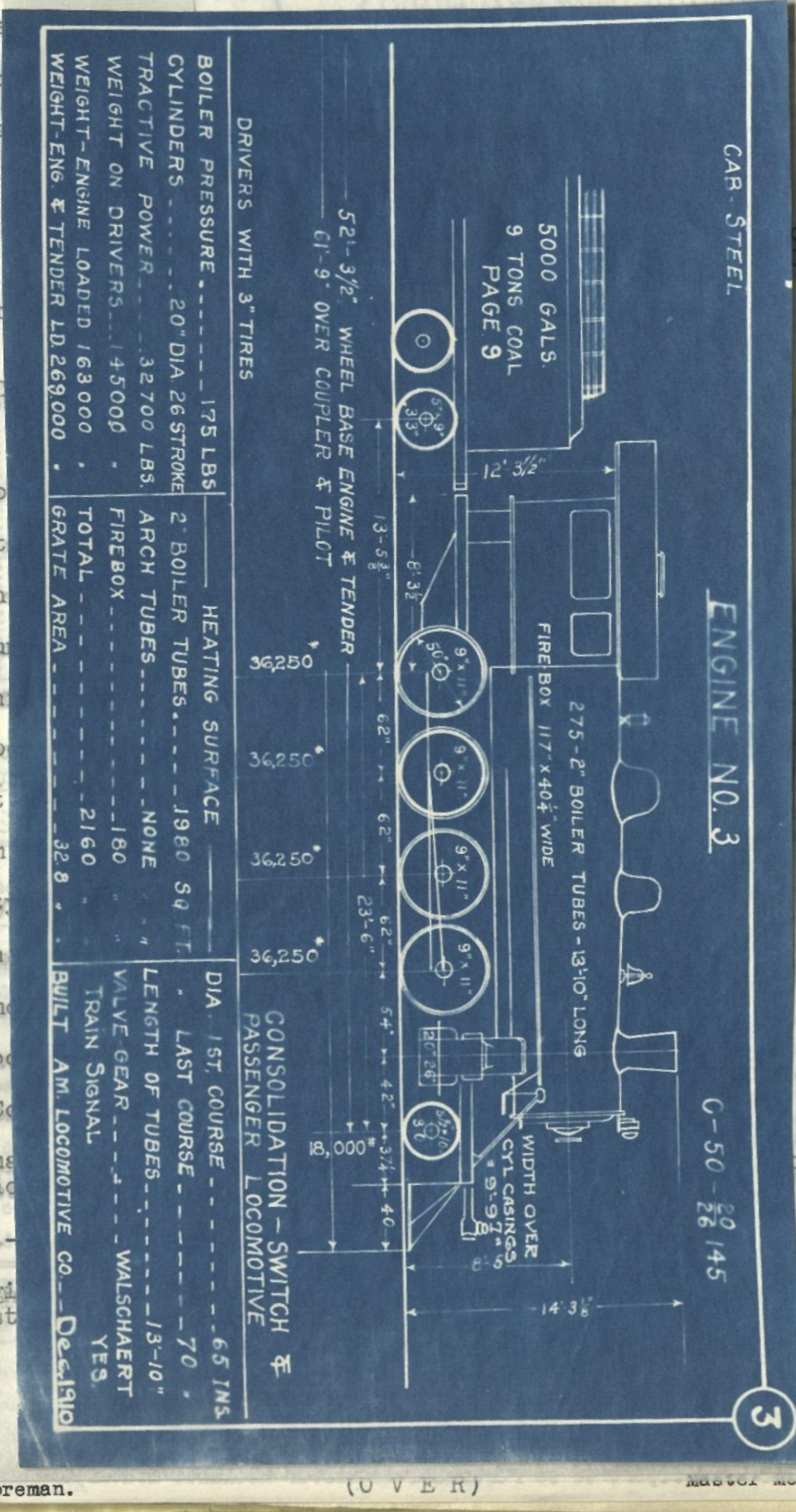
Power Data valve gear

valves -

ctive force
00 lb.

Boiler Dat flues 2

Fire Box D



CAR STEEL
5000 GALS.
9 TONS COAL
PAGE 9
ENGINE NO. 3
C-50-20/26 145
275-2" BOILER TUBES-13'-10" LONG
FIRE BOX 117" x 40¼" WIDE
WIDTH OVER CYL. CASINGS 9'-9⅞"
12' 3½"
13'-5⅜"
8' 3½"
62"
62"
62"
23'-6"
54"
42"
37¼"
40
8'-5"
14'-3⅛"
3'3"
50"
9" x 11"
9" x 11"
9" x 11"
9" x 11"
20" 26"
36,250
36,250
36,250
36,250
18,000#
52'-3½" WHEEL BASE ENGINE & TENDER
61'-9" OVER COUPLER & PILOT
DRIVERS WITH 3" TIRES
③

CONSOLIDATION - SWITCH & PASSENGER LOCOMOTIVE

BOILER PRESSURE ------ 175 LBS
CYLINDERS ...... 20" DIA. 26 STROKE
TRACTIVE POWER ... 32700 LBS.
WEIGHT ON DRIVERS ... 145000 "
WEIGHT-ENGINE LOADED 163000 "
WEIGHT-ENG. & TENDER LD. 269,000 "

HEATING SURFACE
2" BOILER TUBES ----- 1980 SQ FT.
ARCH TUBES ---------- NONE "
FIREBOX ------------- 180 "
TOTAL --------------- 2160 "
GRATE AREA ---------- 32.8 "

DIA. 1ST. COURSE --------- 65 INS
" LAST COURSE ---------- 70 "
LENGTH OF TUBES ---------- 13'-10"
VALVE GEAR --------- WALSCHAERT
TRAIN SIGNAL YES.
BUILT AM. LOCOMOTIVE CO. - Dec. 1910

Steel pilo

Rear Elect

Brick Arch

Water Colu

Steel runn

Cab Wind b

Steam heat

cab storm

Rose bud ty

Hancock in

Sludge remo

Franklin po

8½ Gross Co

Electric ma per markers
and fire ho

Drawbars.-

Note.- Engi tatic
test

Foreman. (O V E R) Master Mechanic.

FORM UR 105

COPY

UTAH RAILWAY COMPANY

Martin, Utah, April 28th, 1941.

Descriptive Data for hand fired steam locomotive Utah Railway No. 3

Built - December 1910 - American Locomotive Co - Schenectady Works

Manufacturers Number - 49309

Power Data - 20 inch cylinders - 26 inch stroke - Walschaert valve gear
- 50 inch drivers, 2-8-0 type - piston type steam valves -
- Axle load 36250 lb - 145000 lb on drivers - tractive force 32700 lb.

Boiler Data- Pressure 175 lb - Diameter 65 - 70 inches - 275 flues 2 inch O D x 13' 10" long. 2 Crosby pop valves

Fire Box Data - 40¼" x 117 3/16" Grate area 32.8 sq ft.

Improvements and Additions

Steel pilot beam - A F E 131 - 1922

Rear Electric headlight - A F E 231 - 1924.

Brick Arches in fire box - A F E 266 - 1924

Water Columns - A F E 267 - 1924.

Steel running boards at sides of boiler - A F E 323 - 1925

Cab Wind boards - A F E 413 - 1927

Steam heat in cab - A F E 484 - 1928

cab storm curtains - 1928

Rose bud type grates - 1929

Hancock inspirators - AFE 563 - 1930.

Sludge removed - AFE 569 - 1930

Franklin power reverse gear - 1929

8½ Gross Compound Air Pump - A F E 644 - 1933

Electric marker lamps, front and rear and Electric train number markers and fire hose in box on tank.

Draw bars - A A R D Type front and rear.

Note - Engine in good operating condition and received hydrostatic test since used, and now ready for service.

FORM UR 105

COPY

UTAH RAILWAY COMPANY

Martin, Utah, April 28th, 1941.

Descriptive Data for hand fired steam locomotive Utah Railway No. 3

Built - December 1910 - American Locomotive Co - Schenectady Works

Manufacturers Number - 49309

Power Data - 20 inch cylinders - 26 inch stroke - Walschaert valve gear
- 50 inch drivers, 2-8-0 type - piston type steam valves -
- Axle load 36250 lb - 145000 lb on drivers - tractive force 32700 lb.

Boiler Data- Pressure 175 lb - Diameter 65 - 70 inches - 275 flues 2 inch O D x 13' 10" long. 2 Crosby pop valves

Fire Box Data - 40¼" x 117 3/16" Grate area 32.8 sq ft.

Improvements and Additions

Steel pilot beam - A F E 131 - 1922

Rear Electric headlight - A F E 231 - 1924.

Brick Arches in fire box - A F E 266 - 1924

Water Columns - A F E 267 - 1924.

Steel running boards at sides of boiler - A F E 323 - 1925

Cab Wind boards - A F E 413 - 1927

Steam heat in cab - A F E 484 - 1928

cab storm curtains - 1928

Rose bud type grates - 1929

Hancock inspirators - AFE 563 - 1930.

Sludge removed - AFE 569 - 1930

Franklin power reverse gear - 1929

8½ Gross Compound Air Pump - A F E 644 - 1933

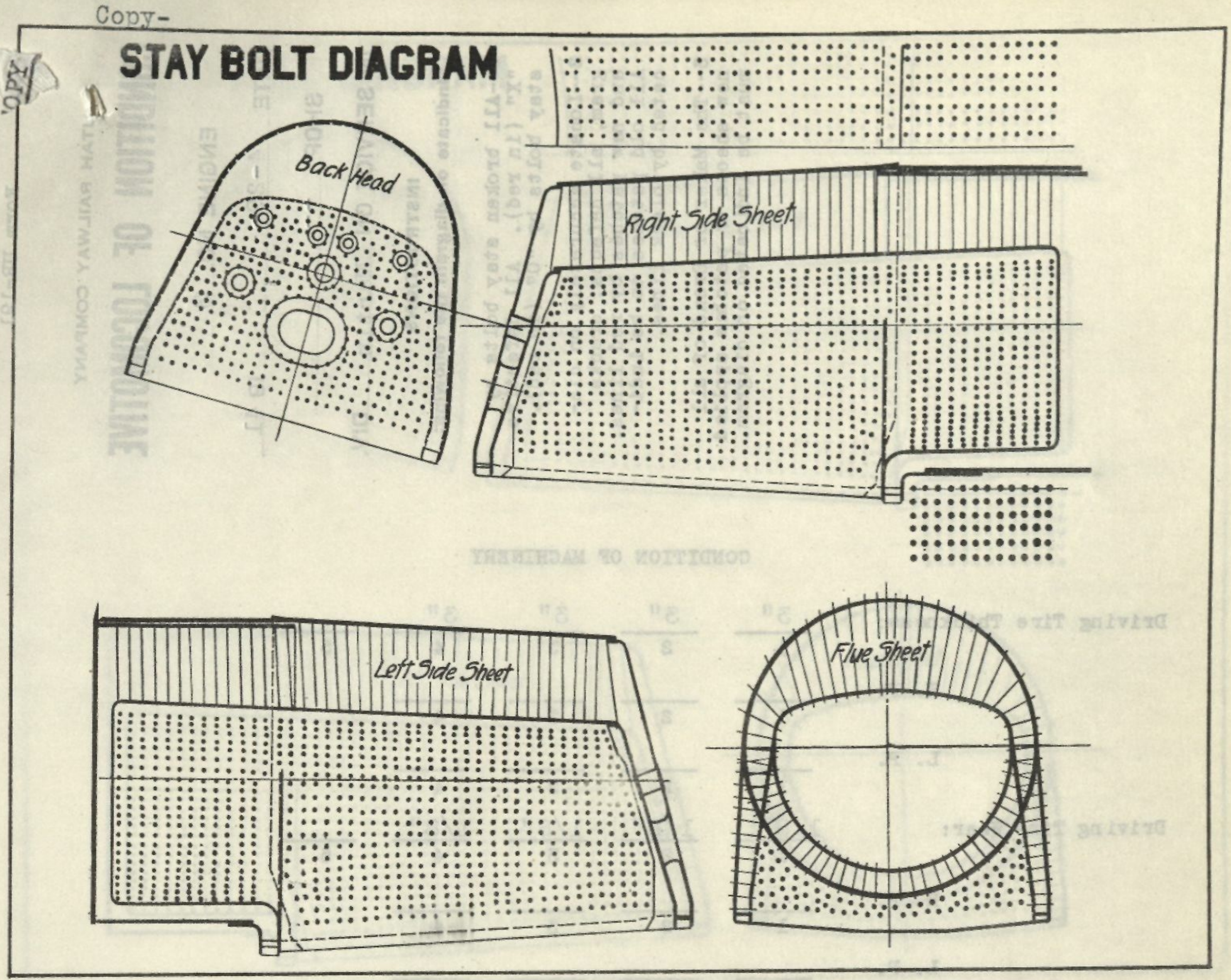
Electric marker lamps, front and rear and Electric train number markers and fire hose in box on tank.

Draw bars - A A R D Type front and rear.

Note - Engine in good operating condition and received hydrostatic test since used, and now ready for service.

Copy-

STAY BOLT DIAGRAM



(Form UR-191)

MONTH April, 19 41.

WATER TEST ____ lbs.

ENGINE NO. 3.

STEAM PRESSURE ____ lbs.

CONDITION OF:

Right Side Sheet	Good	Left Side Sheet	Good
Flue Sheet	Good	Door Sheet	Good
Crown Sheet	Good	Crown Bolts	Good

Total Stay Bolts broken ..None........ ____

Total Stay Bolts renewed ...None..... ____

Maker's name of Stay Bolts applied ....

Date new Fire Box was applied 9-1925

Number of Sling Stays renewed Not used

Number of Superheat Flues reset Not used

Number of Superheat Flues new Not used

Maker's name of Superheat Flues new ....

Number of welds in Superheat Flues .... ____

Condition of Superheat Flues ____

Number of Small Flues reset ...263...2" ____

Number of Small Flues new .... ____

Maker's name of Small Flues new ....

Number of welds in Small Flues ..One.. ____

Condition of Small Flues Good

REMARKS: Hydrostatic test applied to boiler 4-8-41

Flues last applied 4-18-39

Correct: (Signed) J.B.Somo

Foreman.

(O V E R)

Master Mechanic.

Form UR-191

UTAH RAILWAY COMPANY

CONDITION OF LOCOMOTIVE

ENGINE NO. 3

DATE 4-29- 19 41

SHOP --

IN SERVICE ON Martin DIV.

INSTRUCTIONS

Indicate on diagram the following:

1--All broken stay bolts by "X" (in red). All defective stay bolts by "O" (in red).

2--Locate accurately on diagram, all defects, cracks and new patches by red lines. All old patches to be indicated by black lines.

3--The Maker or Brand of all new sheets or patches applied must be indicated on diagram.

CONDITION OF MACHINERY

	1	2	3	4	5	6
Driving Tire Thickness:	3"	3"	3"	3"		
H. P.						
L. P.						
Driving Tire Wear:	1/8"	1/8"	1/8"	1/8"		
H. P.						
L. P.						

Lateral in Engine Truck Boxes: 3/8"

Lateral in Trailer Truck Boxes:

	1	2	3	4	5	6
Lateral in Driving Boxes:	5/16"	5/16"	1/4"	5/16"		
H. P.						
L. P.						
Condition of Tender Wheels:	Good	Good	Good	Good		

Condition of Machinery: Good

Condition of Fire Box: Good

Probable life of Fire Box, in months: 48 months

Condition of Flues: Good

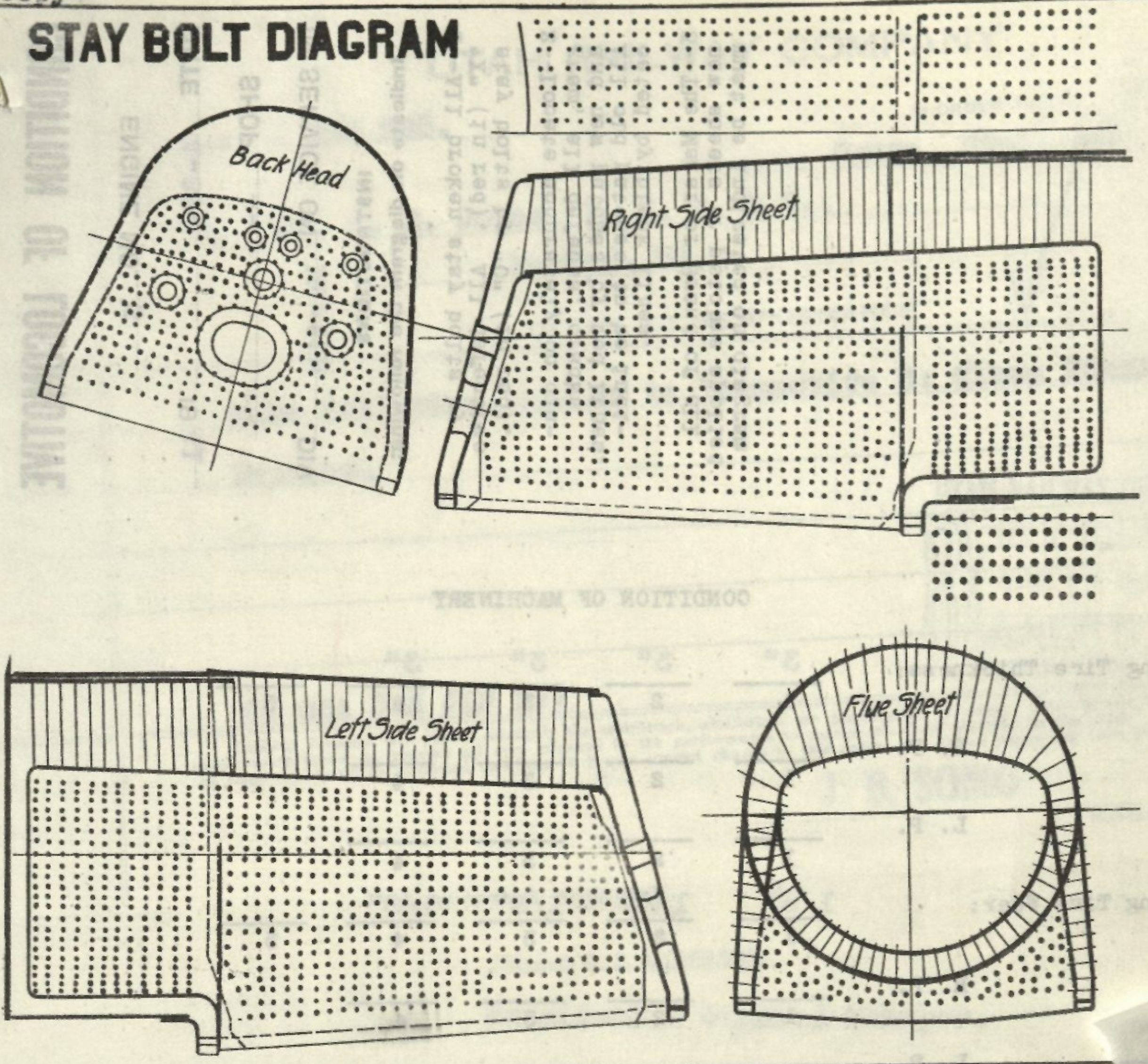
Probable life of Flues, in months: 36 months

Foreman.

NOTE: Original of this report to be forwarded to Master Mechanic monthly.

Copy-

STAY BOLT DIAGRAM



(Form UR-191)

MONTH April, 19 41.

ENGINE NO. 3.

WATER TEST

STEAM PRESSURE

CONDITION OF:

Right Side Sheet Good

Flue Sheet Good

Crown Sheet Good

Left Side Sheet Good

Door Sheet Good

Crown Bolts Good

Total Stay Bolts broken ..None........

Maker's name of Stay Bolts applied ....

Date new Fire Box was applied 9-1925

Number of Superheat Flues reset Not used

Maker's name of Superheat Flues new ....

Number of welds in Superheat Flues ....

Number of Small Flues reset ...263 2"

Maker's name of Small Flues new ....

Number of welds in Small Flues ..One..

Total Stay Bolts renewed ...None.....

Number of Sling Stays renewed Not used

Number of Superheat Flues new Not used

Condition of Superheat Flues

Number of Small Flues new ....

Condition of Small Flues Good

REMARKS: Hydrostatic test applied to boiler 4-8-41
Flues last applied 4-18-39

Foreman.

Correct: (Signed) J.B.Somo
Master Mechanic.

(O V E R)

Form UR-191

UTAH RAILWAY COMPANY

CONDITION OF LOCOMOTIVE

ENGINE NO. 5

DATE 4-29- 1941

SHOP --

IN SERVICE ON Martin DIV.

INSTRUCTIONS

Indicate on diagram the following:

1--All broken stay bolts by "X" (in red). All defective stay bolts by "O" (in red).

2--Locate accurately on diagram, all defects, cracks and new patches by red lines. All old patches to be indicated by black lines.

3--The Maker or Brand of all new sheets or patches applied must be indicated on diagram.

CONDITION OF MACHINERY

	1	2	3	4	5	6
Driving Tire Thickness:	3"	3"	3"	3"		
H. P.						
L. P.						
Driving Tire Wear:	1/8"	1/8"	1/8"	1/8"		
H. P.						
L. P.						
Lateral in Driving Boxes:	5/16"	5/16"	1/4"	5/16"		
H. P.						
L. P.						
Condition of Tender Wheels:	Good	Good	Good	Good		

Lateral in Engine Truck Boxes: 3/8"

Lateral in Trailer Truck Boxes:

Condition of Machinery: Good

Condition of Fire Box: Good

Probable life of Fire Box, in months: 48 months

Condition of Flues: Good

Probable life of Flues, in months: 36 months

Foreman.

NOTE: Original of this report to be forwarded to Master Mechanic monthly.

Form U. R. 222-B

UTAH RAILWAY COMPANY

M-ORDER NO. 50

CHARGE TO A/C 308.

DATE Provo, Utah, Apr. 1, 1941

To Mr. W. B. Jones, F. M. P. & C.,
Martin, Ut.

DETAIL OF PERFORMANCE

Make following repairs to locomotive 3: Class Running Repairs.

UTAH RAILWAY COMPANY
RECEIVED
APR 2 - 1941
SALT LAKE CITY, UTAH

CC GSA JES JLD RJV

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employes should be inspected carefully to insure correct charge to this order, and before approving time slip.

J. B. SOMO
MASTER MECHANIC

(Signed) G. S. ANDERSON

President & General Manager.

A-L

CC - Mr. J. B. Somo.

CC - Mr. S. A. McCurdy: Please have A. F. E. prepared.

Salt Lake City, Utah,
March 3, 1938

Mr. R. J. Vaughan, Superintendent,
Utah Railway Company,
Martin, Utah.

Dear Sir:

Replying to your letter of February 18th, file 10-3.

A. F. E. No. 777 has been assigned for application of power reverse gear to Locomotive No. 3 at its next shopping.

Yours very truly,

(Signed) G. S. ANDERSON

President & General Manager.

A-L

CC - Mr. J. B. Somo.

CC - Mr. S. A. McCurdy: Please have A. F. E. prepared.

UTAH RAILWAY COMPANY

Martin, Utah,

Feb. 18th, 1938.

File 10-3

Mr. G. S. Anderson, Pres. & Genl. Mgr.
Utah Railway Company,
Salt Lake City, Utah.

UTAH RAILWAY COMPANY
RECEIVED
FEB 19 1938
SALT LAKE CITY, UTAH

Dear Sir:

We quote you letter from Asst. Supt. & Master Mechanic Somo under date of Feb. 15th in connection with applying power reverse gear to Locomotive No. 3 during the coming Summer. Will you please advise?

> "Looking forward to the application of Power Reverse Gear to Locomotive 3 at the next shopping, prompts suggestion that our Accounting Department furnish an A. F. E. number for the handling. For estimating purpose, A. F. E. 443 of 1928 series, covering installation to Locomotive 4 will be representative."

V-W

CC - J. E. Smith

Yours truly,

RJVaughan

Superintendent.

afe 777
Eng 3

UTAH RAILWAY COMPANY

Salt Lake City, Utah,
June 2, 1933.

Mr. G. S. Anderson, Vice-Pres. & Gen. Mgr.,
Utah Railway Company,
Salt Lake City, Utah.

Mr. G. W. Rathjens, Chief Engineer,
Utah Railway Company,
Salt Lake City, Utah.

Mr. R. J. Vaughan, Superintendent,
Utah Railway Company,
Martin, Utah.

Mr. J. B. Somo, Ass't. Superintendent,
Utah Railway Company,
Provo, Utah.

Dear Sir:

We are attaching one copy of A. F. E. No. 644 covering the installation of an 8½" Cross Compound Air Pump in replacement of two 11" air pumps on locomotive No. 3.

Yours very truly,

S. A. McCurdy
Auditor

JES:MDR
Attch.

Form U R 9[illegible]-19-28—2M

UTAH RAILWAY COMPANY

AUTHORITY FOR EXPENDITURE

A. F. E. No. 644

Authority for an expenditure of $ 217.31 is requested for the purpose of Locomotive Improvement

on the property owned by Utah Railway Company and

now operated by Utah Railway Company

May 22, 1933.

Superintendent

Location of project: State Utah Valuation Section Equipment

Station or M. P. Unallocated

Description of project: Installation of 8½" C.C. pump in replacement of two 11" air pumps on locomotive No. 3.

Reasons for recommending this expenditure: To obtain increased air capacity, necessary for different equipment, as well as economy in pumping up trains.

SUMMARY OF ESTIMATE

Estimated gross cost of Project			$ 217.31
Amount chargeable to:			
Reserve for accrued depreciation for property retired	$		
Profit and loss for property retired			
Operating Expenses for property retired		29.00	
Value of Salvage recovered		189.22	
Cost of property retired	$	218.22	
Incidental costs chargeable to profit and loss			
Incidental costs chargeable to operating expenses		33.00	
To other accounts			
			251.22
Net ~~charge~~ Credit to property Investment Account (Operating Expenses a/c $100.00 Minimum)			$ 33.91

Total Cost to be borne by Utah Railway Company
(Name of Company)

Or participated in by
(Name all participants and amount borne by each)

Recommended Assistant Superintendent

Recommended Superintendent

Expenditure and charge approved and authorized:

(Vice-President)

Recorded and registered: S. A. McCurdy

(Auditor)

Form U R 95 6-29-26 2M

UTAH RAILWAY COMPANY

A. F. E. NO. 644

DETAILED ESTIMATE

Sheet No. 1 of 1 Sheets
Reference
Reference

Office of **Assistant Superintendent**

Date May 22, 1933

Location and Description of Project: Installation of one 8½" Cross Compound Air Pump to Engine No. 3, replacing two 11" Air Pumps.

DETAILED ESTIMATE OF LABOR AND MATERIAL

Betterment:				
Property Installed:				
1 S. H. 8½" Cross Compound Pump		$159.31		
1 New Pump Bracket		25.00	$184.31	
Property Retired:				
2 S. H. 11" Air Pumps @ $83.36		$166.72		
2 S. H. 11" Air Pump Brackets		50.00		
1 Air Pump Strainer		1.50	218.22	
Net Credit to Investment			$ 33.91	Cr.
Operating Expenses:				
Labor:				
Installing New Parts		$ 20.00		
Removing Old Parts		13.00		
Salvage:				
Two S. H. 11" Air Pumps @ $84.61	Cr.	169.22		
Two S. H. 11" Air Pump Brackets	Cr.	20.00	156.22	Cr.
Net Estimated Cost of Project			$190.13	Cr.

Summary

New Material	$184.31
Labor	33.00
Estimated Gross Cost	$217.31

Estimated by ________ (Name) Asst. Supt. (Title)

Approved R J Vaughan (Name) Superintendent (Title)

Salt Lake City, Utah,
May 15, 1933.

Mr. R. J. Vaughan, Superintendent,
Utah Railway Company,
Martin, Utah.

Dear Sir:

Replying to your letter of May 12th, file 10-3, requesting authority to replace the present two 11-inch air pumps on Engine No. 3 with one 8½-inch cross compound pump.

You may make this change when convenient, A. F. E. No. 644 having been assigned to cover.

Yours very truly,

(Signed) G. S. ANDERSON
Vice-Pres. & General Manager.

A-L

CC - Mr. S. A. McCurdy: Copy of Mr. Vaughan's letter attached.
Please have A. F. E. prepared.

UTAH RAILWAY COMPANY

Martin, Utah, May 12th, 1933.

UTAH RAILWAY COMPANY
RECEIVED
MAY 15 1933
SALT LAKE CITY, UTAH

File 10-3

Mr. G. S. Anderson, V. P. & G. M.
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

We are quoting you letter received from Asst. Supt. Somo in connection with the application of one 8½ inch cross compound air pump to Engine 3. We respectfully request that you authorize this installation:

> "Authority is hereby requested to replace the two 11" air pumps now on Engine 3 with one 8½" cross compound pump.
>
> Engine 3 is the only engine we have that is not equipped with an 8½" cross compound pump and I believe the change necessary. The change will give us an increased air capacity that is essential in maintaining air for different equipment as well pumping up our trains in less time than is now required.
>
> If this authority is granted we will be able to release the following material:
>
> 2-11" air pumps
> 2-11" air pump brackets
> 1-Air pump strainer
>
> at an estimated labor charge of $13.00.
>
> Material necessary for the installation will be:
>
> 1-8½" Cross Compound pump, on hand.
> 1 New pump bracket, estimated cost $25.00, at an estimated charge of $20.00 for labor.
>
> The 8½" pump that is available is the one we removed from our Kingmine engine house when same was replaced with the two 11" pumps for stationary work at that point, and the only new material that we will have to purchase is the bracket for the pump that we will install and possibly a few small items such as pipe fittings, bolts, etc."

V-W

Yours truly,

R J Vaughan

Superintendent.

U. P. Cafe

Martin, Utah, Sept. 2nd, 1931.

File 20-7

UTAH RAILWAY COMPANY
RECEIVED
SEP 3 - 1931
SALT LAKE CITY

Mr. S. A. McCurdy, Auditor,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

Please be referred to Mr. Anderson's letter of July 1st, 1931, authorizing the equipping of Utah Railway Company Locomotive No. 3 with fire fighting appliances to provide protection in the event of fire within the joint yard at points inaccessible to the permanent fire fighting apparatus.

The work as authorized was performed on M-Order 97 of July 3rd, 1931, and the work was completed on August 12th and for your information I am listing below labor and material expended in completing same.

Labor, July and August 1931, Amount $16.50.

Material - LA&SL Stock:
- 1 piece 3/8" x 1½" x 6" bar iron.
- 16 sq ft 1/8" sheet iron.
- 8 ft 1/4" x 1½" x 1½" angle iron.
- 4 5/8" x 2½" machine bolts.
- 8 5/8" Hex nuts
- 50 ft 1½" fire hose, complete with fittings
- 1 1½" fire hose nozzle.
- 1 Pc No. 0 coil chain 8" long.
- 3# 3/8" x 1" rivets
- 2 pr 8" strap hinges.
- * 19' 2" E. H. wrought pipe
- 1 1½" x 2" bushings
- 2 1½" x 3" nipples
- 1 2" pipe T.

* This item through error was charged to M. Order 97 when in reality it was a replacement of the original branch pipe on the engine and should have been charged to the engine direct.

K-W

Yours truly,

R. J. VAUGHAN
Superintendent.

CC - Mr. G. S. Anderson.

Salt Lake City, Utah,
July 1, 1931.

Mr. R. J. Vaughan, Superintendent,
Utah Railway Company,
Martin, Utah.

Dear Sir:

Referring to your letter of June 30th, file 20-7, and returning enclosures, regarding recommendation of Mr. W. J. Kirsch, Master Mechanic, L. A. & S. L. R. R., that Utah Railway engine No. 3, assigned to switching service in Provo joint yard, be equipped with fire-fighting appliances, to provide protection in the event of fire within the joint yard at points inaccessible to the permanent fire-fighting apparatus, the cost of the installation being estimated at $36.00.

You are authorized to make the desired installation, charging operating expenses.

Yours very truly,

(Signed) G. S. ANDERSON

Vice-Pres. & General Manager.

A-L

CC - Mr. S. A. McCurdy.

(COPY)

Provo, U. June 27th, 1931

File 35

Mr. R. J. Vaughan, Supt.,
Martin, U.

Dear Sir:

Inclosed inquiry by Master Mechanic Kirsch, dated the 25th inst. in regards to Provo Joint Yard Switch engine 3 not being equipped with fire fighting apparatus for emergency in the Joint Yard, is referred to you for your consideration.

Please note below the estimated cost for labor and the approximate material required for such installation:

Labor ---------------- $ 13.90

Material:

1 HP globe valve 2"	6.39
1 HP pipe tee 2"	.26
2 Nipples 2 x 6"	.35
50' Fire hose 1½"	11.65
25 Rivets ½ x 1"	.25
6 Machine bolts 3/4x2"	.20
Miscellaneous items	3.00
Total	$22.10

Total cost estimated -------------------- $36.00

For information, at the present time we have no means of fighting fire in emergency should necessity arise while freight cars are on the East Pass, cabooses arriving in trains, as well those placed on trains, the high board fence, material boxes in train yard, also the car men's buildings for housing air brake test trucks, and which are out of reach of the permanent fire fighting facilities.

Will you please advise your wishes in the matter?

Yours truly,

(Signed) J. B. Somo,

Asst. Supt.

UTAH RAILWAY COMPANY
Martin, Utah, June 30th, 1931.

UTAH RAILWAY COMPANY
RECEIVED
JUL 1 - 1931
SALT LAKE CITY

File 20-7.

Mr. G. S. Anderson, V. P. & G. M.
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

I am attaching hereto file received from Asst. Supt. Somo in connection with request of Master Mechanic Kirsch of the L. A. & S. L. in regard to installation of fire fighting apparatus on our switch engine in the Provo Joint Yard.

The attached estimate furnished by Asst. Supt. Somo, amounting to $36.00, covers this installation. It is our recommendation that we install same.

Will you please advise.

V-W
attc

Yours truly,

R J Vaughan

Superintendent.

Form U R 94—4-28-21—1m

UTAH RAILWAY COMPANY

A. F. E. NO. 131 Eq.

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of $ 143.72 is requested for the purpose of Improvement to locomotive

on the property owned by Utah Railway Company. and

now operated by Utah Railway Company.

March 30, 1922.

R J Vaughan
Superintendent.

Location of project: State Utah Valuation Section ---

Station or M. P. ---

Description of project:

Installation of steel pilot beam on Locomotive No. 3, to replace wooden beam.

Reasons for recommending this expenditure:

Measure of economy in maintenance.

SUMMARY OF ESTIMATE

Estimated gross cost of Project		$ 143.72
Amount chargeable to:		
Reserve for accrued depreciation for property retired	$	
Profit and loss for property retired		
Operating Expenses for property retired	20.00	
Value of Salvage recovered		
Cost of property retired	$ 20.00	
Incidental costs chargeable to profit and loss		
Incidental costs chargeable to operating expenses	15.00	
To other accounts		35.00
Net charge to property Investment Account		$ 108.72

Total Cost to be borne by Utah Railway Company.
(Name of Company)

Or Participated in by
(Name all participants and amount borne by each)

Recommended R J Vaughan Superintendent. Recommended

Expenditure and charge approved and authorized: (Signed) G. S. Anderson (Vice President)

Recorded and registered: ASSISTANT (Auditor)

Form U R 95—4-28-21—1m

UTAH RAILWAY COMPANY

A. F. E. NO. 131 Eq.

DETAILED ESTIMATE

Sheet No. 1 of 1 Sheets
Reference
Reference

Office of Master Mechanic.

Date March 30, 1922.

Location and description of project: Installation of steel pilot beam on Locomotive No. 3, to replace wooden beam.

DETAILED ESTIMATE OF LABOR AND MATERIAL

Betterments:			
Property Installed:			
Acct. 51 - Steam Locomotives:			
Steel pilot beam complete			$128.72
Property Retired:			
120 ft. B.M. Framed Oak			20.00- Cr.
			$108.72
Salvage Value of Material Recovered:			
Scrap Timber		$ ----	
Operating Expenses:			
A/c 308 - Steam Locomotives - Repairs	$ 20.00		
Labor making change	15.00	35.00	35.00
Estimated Net Cost			$143.72

Summary

Material installed	$128.72
Labor making change	15.00
Gross Cost	$143.72

Estimated by .... Master Mechanic.
(Name) (Title)

Approved R J Vaughan Superintendent.
(Name) (Title)

Form U R 94—4-28-21—1m

Lee 7/9/22

UTAH RAILWAY COMPANY

A. F. E. NO. 131 Eq.

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of $ 143.72 is requested for the purpose of Improvement to locomotive

on the property owned by Utah Railway Company. and

now operated by Utah Railway Company.

March 30, 1922. Superintendent.

Location of project: State Utah Valuation Section ----

Station or M. P. ----

Description of project:

Installation of steel pilot beam on Locomotive No. 3, to replace wooden beam.

Reasons for recommending this expenditure:

Measure of economy in maintenance.

SUMMARY OF ESTIMATE

Estimated gross cost of Project		$ 143.72
Amount chargeable to:		
Reserve for accrued depreciation for property retired	$	
Profit and loss for property retired		
Operating Expenses for property retired	20.00	
Value of Salvage recovered		
Cost of property retired	$ 20.00	
Incidental costs chargeable to profit and loss		
Incidental costs chargeable to operating expenses	15.00	
To other accounts		35.00
Net charge to property Investment Account		$ 108.72

Total Cost to be borne by Utah Railway Company.
(Name of Company)

Or Participated in by
(Name all participants and amount borne by each)

Recommended Superintendent. Recommended

Expenditure and charge approved and authorized: Recorded and registered:

(Vice President) (Auditor)

Form U R 94—4-28-21—1m

UTAH RAILWAY COMPANY

A. F. E. NO. 152 Eq.

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of $ 143.72 is requested for the purpose of Improvement to locomotive

on the property owned by Utah Railway Company. and

now operated by Utah Railway Company.

March 30, 1922. .... Superintendent.

Location of project: State Utah Valuation Section ——

Station or M. P. ——

Description of project:

Installation of steel pilot beam on Locomotive No. 5, to replace wooden beam.

Reasons for recommending this expenditure:

Measure of economy in maintenance.

SUMMARY OF ESTIMATE

Estimated gross cost of Project		$ 143.72
Amount chargeable to:		
Reserve for accrued depreciation for property retired	$	
Profit and loss for property retired		
Operating Expenses for property retired	20.00	
Value of Salvage recovered		
Cost of property retired	$ 20.00	
Incidental costs chargeable to profit and loss		
Incidental costs chargeable to operating expenses	15.00	
To other accounts		35.00
Net charge to property Investment Account		$ 108.72

Total Cost to be borne by Utah Railway Company.
(Name of Company)

Or Participated in by
(Name all participants and amount borne by each)

Recommended Superintendent. Recommended

Expenditure and charge approved and authorized: Recorded and registered:

(Vice President) (Auditor)

Form U R 95—4-28-21—1m

UTAH RAILWAY COMPANY

A. F. E. NO. 131 Eq.

DETAILED ESTIMATE

Sheet No. 1 of 1 Sheets
Reference
Reference

Office of Master Mechanic.

Date March 30, 1922.

Location and description of project: Installation of steel pilot beam on Locomotive No. 3, to replace wooden beam.

DETAILED ESTIMATE OF LABOR AND MATERIAL

Betterments:			
Property Installed:			
Acct. 51 - Steam Locomotives:			
Steel pilot beam complete			$128.72
Property Retired:			
120 ft. B.M. Framed Oak			20.00- Cr.
			$108.72
Salvage Value of Material Recovered:		$ ----	
Scrap Timber			
Operating Expenses:			
A/c 308 - Steam Locomotives - Repairs	$ 20.00		
Labor making change	15.00	35.00	35.00
			$143.72
Estimated Net Cost			

Summary

Material installed	$128.72
Labor making change	15.00
Gross Cost	$143.72

Estimated by .... (Name) Master Mechanic. (Title) Approved .... (Name) Superintendent. (Title)

Form U R 94-34-28-21—1m

A. F. E. NO. 131 Eq

UTAH RAILWAY COMPANY

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of $ 143.72 is requested for the purpose of improvement to locomotive and

on the property owned by Utah Railway Co

now operated by Utah Railway Co.

March 30 1922 Superintendent

Location of project: State Utah Valuation Section —

Station or M. P. —

Description of project:

Installation of steel pilot beam on locomotive #3, to replace wooden beam.

Reasons for recommending this expenditure:

Measure of economy in maintenance

SUMMARY OF ESTIMATE

Estimated gross cost of Project		$ 143.72
Amount chargeable to:		
Reserve for accrued depreciation for property retired	$	
Profit and loss for property retired	20.00	
Operating Expenses for property retired	—	
Value of Salvage recovered		
Cost of property retired	$ 20.00	
Incidental costs chargeable to profit and loss	15.00	
Incidental costs chargeable to operating expenses		
To other accounts		35.00
Net charge to property Investment Account		$ 108.72

Total Cost to be borne by Utah Railway Co (Name of Company)

Or Participated in by (Name all participants and amount borne by each)

Recommended Superintendent

Recommended

Expenditure and charge approved and authorized:

Recorded and registered:

(Vice President)

(Auditor)

Form U R 95—4-28-21—1m

UTAH RAILWAY COMPANY

A. F. E. NO. 131 Eq

DETAILED ESTIMATE

Sheet No. 1 of 1 Sheets
Reference —
Reference —

Office of Master Mechanic Date March 30, 1922.

Location and description of project:

Installation of steel pilot beam on locomotive #3, to replace wooden beam.

DETAILED ESTIMATE OF LABOR AND MATERIAL

Betterments:			
Property Installed			
Acct #51 - Steam Locomotives			
Steel pilot beam complete			$128.72
Property Retired			
120' B.M. Framed Oak		Cr	20.00
			108.72
Salvage Value of Material Recovered			
Scrap Timber		$ —	
Operating Expenses			
%308 - Steam Locos - Repairs	$20.00		
Labor making change	15.00	35.00	35.00
Estimated net cost			$143.72

Summary

Material Installed	$128.72
Labor making change	15.00
Gross Cost	143.72

Estimated by (Name) Master Mechanic (Title)

Approved (Name) Superintendent (Title)

F[illegible] U. R. 36 20M 3-11-22

TIME FILED

TELEGRAM

Utah Railway Company

Salt Lake City, Utah, May 19, 1922.

R. J. Vaughan,
Hiawatha.

D-142. You are authorized to place eleven inch air pump on engine three. Please furnish detailed estimate to cover.

G. S. ANDERSON.

Form U. R. 36 20M 3-11-22

TIME FILED

TELEGRAM

Utah Railway Company

Hiawatha, May 19, 1922.

G. S. Anderson,
Salt Lake.

We would like to be allowed to place 11-inch air pump now on hand at Provo on engine 3, making two pumps on this engine. This would enable us to handle loads down the Utah Terminal line. This pump you understand was released from engine 4 some time ago. D-142.

R. J. VAUGHAN.

PHONED BY PROVO 11:40 a.m., 5/19

G S Anderson
Vice-Pres. & General Manager.

A-L

September 7, 1921

Mr. R. J. Vaughan, Superintendent,
Utah Railway Company,
Hiawatha, Utah.

Dear Sir:

Referring to your letter of August 23rd, and returning enclosures, relative to application of rear headlights to engines 3 and 4, to conform to safety appliance regulations.

This proposition is approved, and you may order the headlights referred to.

Yours very truly,

G S Anderson

Vice-Pres. & General Manager.

A-L

FORM U. R. 44 3-11-21-4M LAKESIDE 91

UTAH RAILWAY COMPANY

HIAWATHA UTAH, AUGUST 23 1921.

UTAH RAILWAY COMPANY
RECEIVED
AUG 31 1921

MR G.S.ANDERSON.
V.P.&.G.M.
SALT LAKE CITY UTAH.

DEAR SIR.

I AM QUOTING YOU MASTER MECHANIC SOMO'S REPLY REGARDING APPLICATION OF SAFETY APPLIANCES TO ENGINE 3 AND 4..

"IN REGARD TO SAFETY APPLIANCE ON ENGINE 3 AND 4 WISH TO STATE THAT THIS HAS BEEN TAKEN CARE OF WITH BTHE EXCEPTION OF A REAR HEAD LIGHT WHICH WOULD BE NECESSARY IN CASE ENGINES WERE WORKED AFTER DARK.

AS WE HAVE NO EXTRA HEAD LIGHTS IN STOCK I WOULD SUGGEST WE ORDER TWO SMALL HEAD LIGHTS AND APPLY SAME TO ENGINES 3 AND 4".

I BELIEVE MR SOMOS SUGGESTION OF PURCHASING TWO SMALL HEAD LIGHTS IS A GOOD ONE,AS I BELIEVE WITH THE CONDITION OUR ENGINES ARE IN AT THE PRESENT TIME WE COULD DOUBLE CREW THE ENGINES RATHER THAN. LEASE AN ADDITIONAL SWITCH ENGINE.

YOURS TRULY.

R J Vaughan

OK

Eng 3

February 26, 1921

Mr. J. E. Stevenson, Superintendent,
Utah Railway Company,
Provo, Utah.

Dear Sir:

Referring to your letter of February 25th relative to factor of safety of boiler, our engine No. 3.

Please make correction direct to the Bureau of Locomotive Inspection, in view of reduction of working pressure from 200 to 175 lbs.

Yours very truly,

(Signed) G. S. Anderson

Vice-Pres. & General Manager.

A-L

FORM U. R. 44

UTAH RAILWAY COMPANY

OPERATING DEPARTMENT

PROVO, UTAH

J. E. STEVENSON,
SUPERINTENDENT AND MASTER MECHANIC

February 25th,
1 9 2 1.

BE SAFE UTAH U.C.R. RAILWAY ALWAYS

UTAH RAILWAY COMPANY
RECEIVED
FEB 26 1921

Mr. G. S. Anderson, VP&GM.
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:-

Referring to your letter under date of February 23rd, in acknowledgement to Mr. A.G. Pack, Chief Inspector Bureau of Locomotive Inspection, Washington, D.C., with reference to the factor of safety of our Engine #3.

When this specification card for Engine 3, locomotive builders #49309, was filed by the D&RG they gave the working pressure at 200# per square inch. As a matter of fact this engines steam pressure was reduced to 175# when we commenced operation and her plate was changed accordingly, however as she was still within the law it was not brought to the attention of Mr. Packs office. As the engines steam pressure is now 175# and pressure plate changed accordingly, you will note that her factor of safety is built up to a factor of 4.19, which will make her come within the law after January 1, 1923.

Do you desire me to have this correction made or do you prefer handling through your office?

Respectfully,

J.E.STEVENSON

JES*IJ.

February 23, 1921

Mr. A. G. Pack, Chief Inspector,
Bureau of Locomotive Inspection,
Interstate Commerce Commission,
Washington, D. C.

Dear Sir:

This will acknowledge receipt of your letter of 17th instant, file Utah-12-5, in which our attention is called to the factor of safety of boiler 49309, Utah Railway locomotive No. 3, being 3-3/4 to 4, and in which it is stated that the lowest permissible factor of safety is 3-3/4 at present, and which will be changed to 4, effective January 1, 1923.

Yours very truly,

(Signed) G. S. Anderson

Vice-Pres. & General Manager.

A-L

CC - Mr. Stevenson.
Copy of Mr. A. G. Pack's letter attached.
Please advise me what repairs will be necessary to increase the factor of safety to 4, and estimate of cost.

lek:ts

IN REPLY ADDRESS
A. G. PACK, CHIEF INSPECTOR

UTAH RAILWAY COMPANY
RECEIVED
FEB 23 1921

Interstate Commerce Commission
BUREAU OF LOCOMOTIVE INSPECTION
Washington

February 17, 1921. REFER TO FILE No. Utah-12-5

Mr. G. S. Anderson, Vice-Pres. & Gen. Mgr.,
Utah Railway,
Salt Lake City, Utah.

Dear Sir:

Your attention is respectfully directed to the factor of safety of the boiler on your locomotive, the number and boiler number of which follow. The data furnished by the Specification Card on file for this locomotive shows the following:

Loco.	Boiler	Factor of Safety
3	49309	3-3/4 to 4 Due to stress in plate, 2nd and 3rd course seams.

By referring to the requirements of Rule 2, you will note that at the present time the lowest permissible factor of safety is 3-3/4. Effective January 1, 1923, the lowest permissible factor will be 4. It will be seen from this that this locomotive will be in violation of the rule after January 1, 1923.

I am calling this to your attention at this time so you may be fully advised in the matter and can take necessary action to bring this locomotive within the requirements of the rule before the time expires.

Will you kindly acknowledge receipt of this so that our records may be complete, and oblige,

Yours very truly,

A G Pack

Chief Inspector.

FORM UR 4-4 3M 4-12-20

UTAH RAILWAY COMPANY
OPERATING DEPARTMENT
PROVO, UTAH

J. E. STEVENSON,
SUPERINTENDENT AND MASTER MECHANIC

BE SAFE
UTAH
U.C.R.
RAILWAY
ALWAYS

December,
14, 1920.

UTAH RAILWAY COMPANY,
RECEIVED
DEC 15 1920

Mr. G. S. Anderson,
V.P.&.G.M. Ut. Ry. Co.,
Salt Lake City, Utah.

Dear Sir:-

Yours of December 9th, with reference to the prospect of getting Engine 3 in service.

This is a proposition that lies entirely with the LA&SL Company all on account of having an ineffecient Arc Welder employed at Provo. I have made my protest to Mr. Kellogg, Neff, and Hall, and they are endeavoring to locate a competent man.

I might advise that the Arc Electric Weld on side of Engine 200 has let go and ½ set of her superheat units have started to leak at the header which will necessitate running Engine to Provo. Before Engine 202 is out we will have to use a 2-10-2 type in her place.

There is no earthly reason why the knuckle could not be satisfactory welded with competent workmen.

Respectfully,

J E Stevenson

Superintendent.

December 9, 1920

Mr. J. E. Stevenson, Superintendent,
Utah Railway Company,
Provo, Utah.

Dear Sir:

I notice from the reports that engine 3 is still running back and forth between Hiawatha and Provo because of the crack in knuckle of flue sheet. What is the prospect of getting this engine put in proper condition so that we can get some service out of it?

Yours very truly,

(Signed) G. S. Anderson

Vice-Pres. & General Manager.

A-L

FORM UR 4-4 3M 4-12-20

UTAH RAILWAY COMPANY
OPERATING DEPARTMENT
PROVO, UTAH

J. E. STEVENSON,
SUPERINTENDENT AND MASTER MECHANIC

BE SAFE
UTAH
U.C.R.
RAILWAY
ALWAYS

October 8, 1920.

UTAH RAILWAY COMPANY,
RECEIVED
OCT 9 1920

Mr. G. S. Anderson,
V.P.&.G.M. Ut. Ry. Co.,
Salt Lake City, Utah.

Dear Sir:-

The flue sheet of Engine 3, recently Arc Electric welded at Provo, is failing repeatedly and within a few days the Engine will again be out of commission.

There isn't a question in my mind but that the failure is entirely due to an unskilled Arc Electric Operator, as these welds are holding and giving good results all over the country.

There isn't any difference between the stresses on the Arc Electric welds in the 2-10-2 and Mallet fire boxes, which have never given any trouble, and the weld in Engine 3's flue~~s.~~ sheet.

I have taken this up with Mr. Hall and Mr. Paepke; and put the question to them, Are we going to be penalized by the Operator?

Engine 4 has flue sheet welded by the same process and by the same operator. If they are all going to be a failure we will automatically be put out of business by this kind of work. If there is a failure on Engine 4 I am going to insist on a change as I know absolutely that it can be handled successfully,

Respectfully,

J. E. Stevenson
Superintendent.

UTAH RAILWAY COMPANY
OPERATING DEPARTMENT
PROVO, UTAH

J. E. STEVENSON,
SUPERINTENDENT AND MASTER MECHANIC

BE SAFE ALWAYS
UTAH
U.C.R.
RAILWAY

February 17th
1920

UTAH RAILWAY COMPANY,
RECEIVED
FEB 18 1920

Mr. G. S. Anderson,
Vice Pres. & Gen. Mgr.
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

Sometime ago I wrote the American Locomotive Company for a complete set of drawings for engines 3 and 4. We have a reply from Mr. J. B. Ennis, Vice President, that they would furnish the prints at a cost of $50.00 per set.

As a matter of fact, we should have a complete set of prints for these engines as it is absolutely necessary at times to have them in order to machine repair parts to keep engines going.

I was surprised that this company should bill us for prints for engines that they furnished. The Lima Locomotive Company furnished a partial set of prints free gratis.

These prints were ordered assuming that the charge would at least be nominal and if you desire to cancel the order, will you please wire them direct. However, it is my opinion that we should have a complete set of erecting cards and blue prints for each class of power, which we have in service.

Respectfully,

JEStevenson
Superintendent.

JES*PC

August 16th

1919

Mr. J. E. Stevenson, Superintendent,
Utah Railway Company,
Provo, Utah.

Dear Sir:

Referring to your letter of the 7th instant. Enclosed herewith for your file and record, is one photostat copy of specifications covering consolidation locomotive No. 3.

Yours very truly,
(Signed) G. S. Anderson

A-H

C O P Y

UTAH RAILWAY COMPANY

Salt Lake City, Utah

August 15, 1919

Mr. G. S. Anderson,
Vice Pres. & Gen. Manager,
Utah Railway Co.,
Building.

Dear Sir:

Referring to your three letters of the 9th instant. We are attaching herewith two photostat copies of the specifications covering your consolidation locomotive No. 1 and one photostat copy each of specifications for your consolidation locomotives Nos. 3 and 4.

Yours very truly,

(Sgd) A. P. Stone

ENGINEER

Encls.

August 9th

1919

Mr. C. J. Egleston, Chief Engineer,
Utah Railway Company,
Building.

Dear Sir:

I enclose herewith copy of specification covering our consolidation locomotive No. 3.

Will you please have one photostat copy made of this specification and send to me.

Yours very truly,

(Signed) G. S. Anderson

A-M

UTAH RAILWAY COMPANY
OPERATING DEPARTMENT
PROVO, UTAH

J. E. STEVENSON,
SUPERINTENDENT AND MASTER MECHANIC

August 7th
19 19

UTAH RAILWAY COMPANY,
RECEIVED
AUG 9 1919

Mr. G. S. Anderson,
Vice Pres. & Gen. Mgr.,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir: Herewith return of specifications No. A-5015 covering our locomotive No. 3, manufacturer's No. 49309.

Would appreciate a copy of these specifications for office record.

Respectfully,

J E Stevenson
Superintendent.

JES*PC

BE SAFE
UTAH
U.C.RR
RAILWAY
ALWAYS

660

UNITED STATES FUEL COMPANY
KEARNS BUILDING
SALT LAKE CITY, UTAH

E.R.GIBSON
AUDITOR

May 24, 1919.

MAY 26 1919

Mr. G. S. Anderson, Vice Pres. & Gen. Mgr.,
The Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

I have your letter of the 23rd instant, relative to locomotive numbers of the Southern Utah and Castle Valley Railroad Companies' locomotives:

I have no record of the numbers of any of the locomotives at this time. A complete description, showing shop number and road number of each locomotive, was, I understand, turned over to Mr. Luke at the time he was Vice President and General Manager of the Utah Railway Company. However, it is my recollection that the Castle Valley engines were numbered 101, 103 and 105, while the Southern Utah locomotives were numbered 100, 102 and 104, the shay being numbered 50.

If the road numbers were ever changed, I did not hear of it.

Yours very truly,

E R Gibson

ERG/P

May 23rd,

1 9 1 9.

Mr. E. R. Gibson, Auditor,
United States Fuel Company,
City.

Dear Sir:

Am in receipt of copy of specification No. A-5015 of the American Locomotive Company, its shop No. 49309, covering consolidation locomotive built for the Castle Valley Railroad. However the American Locomotive Company advises that the road number applied to this engine when it left their plant was 102 instead of 105. We acquired engine 105 from your Company last year and changed the road number from 105 to 3 and the shop No. 49309 is still on the boiler indicating that the road number was changed from 102 to 105 by the Castle Valley Railroad.

Please advise if you have any record of such change having been made. According to our records Southern Utah engine No. 102, manufacturer's No. 1127, was built by the Lima Locomotive Works and probably the road number of the former engine was changed to 105 so as not to conflict with the road number of Southern Utah engine No. 102.

Yours very truly,

A/S

(Signed) S. S. Andersen

May 23rd,

1 9 1 9.

Mr. J. B. Ennis, Vice President,
American Locomotive Company,
30 Church Street, New York, N. Y.

Dear Sir:

This will serve to acknowledge the receipt of and thank you for your letter of the 14th instant, together with photostat copy of specification A-5015, covering consolidation locomotive built for the Castle Valley Railroad, your shop No. 49309, and which I note you state was given road number 102 instead of 105 at the time it left your plant.

Yours very truly,

(Signed) S. S. Andersen

A/S

American Locomotive Company

30 Church Street

NewYork

May 19, 1919.

FHK

UTAH RAILWAY COMPANY,
RECEIVED
MAY 23 1919

Mr. G. S. Anderson, Vice Pres. and Gen. Mgr.,
Utah Railway Company,
Salt Lake City,
Utah.

Dear Sir:

Following our Mr. Ennis' letter of May 14th, with photostat copy of specification A-5015, covering your 20 x 26" Consolidation type locomotive Shop No. 49309, we wish to advise that we stand ready to supply you with replace parts for the maintenance of this engine and trust we may be favored with your orders and inquiries.

Thanking you for your consideration in the matter, we remain,

Yours very truly,

Geo. H. Weiler

Asst. Mgr. of Sales.

S

660

American Locomotive Company

30 Church Street

Joseph B. Ennis
Vice President

New York

May 14th, 1919
JBE:JCF

Mr. G. S. Anderson, Vice Pres. & Gen.Mgr.,
Utah Railway Company,
Salt Lake City,
Utah.

Dear Sir:-

Replying to your letter of May 8th, I enclose herewith photostat copy of specification No. A 5015, covering 20 x 26" 280 type consolidation locomotive, built for the Castle Valley Railroad on our shop No. 49309. The road number applied to this engine when it left our works however, was 102 instead of 105 given in your letter.

The following changes from the enclosed specification were made during construction of this locomotive:

1. Frames - Hammered iron
2. Piston heads - solid type
3. Piston rod packing - H. G. Hammett
4. Headlight case - Schroeder
5. Steam gauge - Ashcroft 6-3/4" iron case
6. Whistle - 6-1/2" O D cast iron chime
7. Tender journal Boxes - Kirby Equipment Co.
8. Tender brake beams - Buffalo Special 15 lb. section
9. Sander - Air sander omitted, but engine piped so that air sander could be applied later if so desired.
10. Snow flanger - Priest snow flanger applied
11. Air pump - one 11" with main reservoirs having a total capacity of 50,000 cubic inches
12. Injectors - Ohio, one located on each side of boiler.

Yours very truly,

J B Ennis

Vice President.

BWB

Encl.44964

May 8th,

1 9 1 9.

American Locomotive Company,
30 Church Street,
New York City, N. Y.

Gentlemen:

Recently this company acquired from the Castle Valley Railway locomotive road number 105, built by your company in December 1910, your number 49309. In order that our files may be complete, will you not send to me as early as convenient copy of the specification covering this locomotive.

Yours very truly,

(Signed) G. S. Anderson

A/S

A-M

660

July 15th

1 9 1 9

Eng #3

Mr. J. E. Stevenson, Master Mechanic,
Utah Railway Company,
Provo, Utah.

Dear Sir:

I enclose herewith copy of specification No. A-5015 of the American Locomotive Company, which is supposed to cover our engine No. 3, manufacturer's No. 49309.

You will note from letter of Vice President Ennis of the American Locomotive Company that the original number of this engine was Castle Valley 102 instead of 105 as indicated by our records, and there is nothing in the files to indicate when or by whom the road number was changed from Castle Valley 102 to 105. However, I assume there is no question but that the enclosed specification covers our engine No. 3 and upon receipt of advice from you to this effect, together with return of enclosures, I will have a copy of this specification, and also a copy of letter of Vice President Ennis made for your file.

I note that the weight on drivers is given in the specification as 143,000#, which agrees very closely to the recent scale weight of 143,600#, the difference apparently having been due to the new steel cab and pilot and breast beam having been reinforced with steel plate.

Yours very truly,

(Signed) G. S. Anderson

A-M

660

C O P Y

UTAH RAILWAY COMPANY
Operating Department
Provo, Utah.
May 12th
1 9 1 9

105
Eng #3

Mr. G. W. Anderson,
Vice President & General Manager,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

Yours of May 8th with reference to telephone conversation of May 7th concerning the weight of drivers on engines 1, 2, 3 and 4.

In the case of engine 4 weighing 174,900# as against the builders specifications of 172,000# on drivers, this engine during the past year has been equipped with a steel pilot and pilot beam, steel cab and the tail piece on engine frame reinforced. This additional weight would readily account for the discrepancy.

In the case of engine 3, you will recall that she has also been equipped with a steel cab, pilot and breast beam has been reinforced with a large steel plate.

While I am not in a position to verify these weights, I have C. N. Greenland, sworn weighmaster's tickets to cover the weight on engine 4 drivers and engine truck separately. The scale ticket for engine 3 was taken recently and is not dated nor signed by the weighmaster.

Respectfully,

(Signed) J. E. Stevenson,
Superintendent.

May 8th,

1 9 1 9.

Mr. J. E. Stevenson, Superintendent,
Utah Railway Company,
Provo, Utah.

Dear Sir:

Referring to our telephone conversation of today concerning the subject of weights on drivers of engines Nos. 1, 2, 3 and 4.

Are you positive that 174,900 pounds is the correct weight on drivers of locomotive No. 4. The specification under which this engine was built shows the weight on drivers in working order to be 172,000 pounds. While the difference involved would not change the rates of pay for the engineer and firemen under the new rates, it might do so at some future date, and unless some changes have been made in this locomotive the manufacturer's weight should be correct.

I will advise you later concerning the weights on drivers shown in the specifications for engines Nos. 1, 2, and 3. I note that you state engine No. 3 weighs 143,600 pounds on drivers. If this proves to be correct there will be a differential in rate of pay for engineer as compared with engines Nos. 1 and 2.

Yours very truly,

A/S

(Signed) G. S. Anderson

No 103 P Provo Ut., Feb. 11th, 1918.

Mr. I. H. Luke:

The Type "C" Generator for engine 105 now engine 3 was received at Hiawatha on Feburary 3rd and installed on engine 3.

J. E. Stevenson.

RECEIVED
FEB 12 1918
UTAH RAILWAY CO.
Gen. Mgr's. Office.

January 29, 1918.

Mr. J. E. Stevenson, Superintendent,
Utah Railway Company,
Provo, Utah.

Dear Sir:

I notice time slips coming in from Hiawatha showing service performed on emgines number 1, 2, 3, and 4. Have the numbers of these engines been changed again and if so by whom?.

Yours very truly,

Vice Pres. & Gen. Mgr.,

February 1, 1918.

Mr. J. E. Stevenson, Superintendent,
Utah Railway Company,
Provo, Utah.

Dear Sir:

I have your letter of January 30th, in reference to the changing of numbers on the locomotives at Hiawatha and my letter to you showing the new numbers to be put on these locomotives.

It was our intention to change only the first two numbers on these engines, that is, just paint out the ten the last number being left so that the engine would not lose its identity. I note that I made a (3) after writing out (105) when I ment to write (5). It certainly is on me.

Now that you have filed the information pertaining to the change with the Federal Inspector we had better let old engine 105 be known as engine No. 3.

Yours very truly,

Provo Ut., January 30th, 1918.

Mr. Oren Lewis,
Sec. to V.P.&. G.M. Ut. Ry.,
Salt Lake City, Utah.

Dear Sir:

Please note the attached with reference to changing the engine numbers at the time it was discussed in Mr. Lukes office. I think it was my proposal to drop the first two numbers and use the last number as the new number on the S. U. and C. V. engines. This I had arranged and put in effect. Later I received a memo which is attached and noted that the change for C.V. 105 would be known as engine 3.

I though probably that after Mr. Luke had reconsidered the matter he had decided to place them in numerical rotation. Will you please find out from Mr. Luke if it is now satisfactory for this engine to be known as engine 3 as we have all of our information pertaining to the change filed with the Federal Boiler Inspector.

Respectfully,

J. E. Stevenson
Supt.

RECEIVED
JAN 31 1918
UTAH RAILWAY CO.
Gen. Mgr's. Office.

January 24, 1918.

Mr. J. E. Stevenson, Supt.& M. M.,
Utah Railway Company,
Provo, Utah.

Dear Sir:

I have a letter from Mr. Cunningham of the Rio Grande in connection with the Generator taken off the C. V. engine 105 at Helper and a copy of his letter to the Rio Grande Storekeeper instructing him to ship a Generator to me at Hiawatha.

Please have your man look out for this shipment which Mr. Cunningham requested be made by express and advise me when the generator arrives so that I can close my file on this matter.

Yours very truly,

Vice Pres. & Gen. Mgr.

Salt Lake City, Jan. 21, 1918.

Mr. I. H. Luke, VP&GM,
Utah Railway,
Salt Lake City, Ut.

Dear Sir:

Note attached copy of letter to Mr. Benton, relative to your letter of Jan. 19th.

I would thank you very much to advise receipt of this Generator, as I am very sorry that you were inconvenienced in this manner. As you will understand, it is not my policy to do business along such hap-hazard lines, and I hope that you will not have a recurrence of such matters.

Yours truly,

Asst. Supt. MP&C Depts.

RECEIVED
JAN 24 1918
UTAH RAILWAY CO.
Gen. Mgr's. Office

Salt Lake City, Jan. 21, 1918.

Mr. H. Benton, DSK,
Bldg.

Dear Sir:

Mr. Adams will turn over a type "C" Electric Generator to you today to be shipped to Mr. I. H. Luke, Vice Pres. & Gen. Mgr. of the Utah Railway, Hiawatha, Ut.

Wish that you would see this is sent by express and properly crated, etc.

Yours truly,

(Signed) D. G. Cunningham
Asst. Supt. MP&CD.

CC-I.H.Luke, VP&GM,
Ut.Railway.

RECEIVED
JAN 24 1918
UTAH RAILWAY CO.
Gen. Mgr's. Office.

January 19, 1918.

Mr. D. G. Cunningham,
Asst. Supt. Motive Power & Car Dept.,
Denver & Rio Grande Railroad Co.
Salt Lake City, Utah.

Dear Sir:

Last Spring while C. V. engine 105 was standing at Helper awaiting shop they took a type "C" Electric Generator off the engine for use on a D&RG engine.

Mr. James, Mr. Barber and every body else promised me time and again that they would send a new machine to Hiawatha for this engine and I agreed to put it on.

I am just advised that the generator has not as yet been received. I am sure you do not approve of this horse play and will seeto it that a new Generator is sent to Hiawatha without further delay.

Yours very truly,

Vice Pres. & Gen. Mgr.

STANDARD
8-16-5000

FORM 2320

UNION PACIFIC SYSTEM

Office of Superintendent Motive Power and Machinery

A. C. HINCKLEY,
SUPERINTENDENT MOTIVE POWER AND MACHINERY
OREGON SHORT LINE RAILROAD CO.

IN REPLY PLEASE REFER TO
No. C

POCATELLO, IDAHO, October 4th, 1917.

Locomotive Inspection and Repair Reports. CV Locomotive 105.

Mr. I. H. Luke,
General Manager, U Railway Company,
Salt Lake City, Utah.

Dear Sir;

You may disregard my letter of 1st inst, File C in which I requested information for preparation of annual locomotive inspection and repair reports covering locomotive 105.

We obtained this information and I am attaching hereto in duplicate annual locomotive inspection and repair report covering inspection of your locomotive 105 at Pocatello on October 1st, 1917.

Yours truly,

A C Hinckley

October 16th, 1917.

Mr. W. B. Rosser,
Hiawatha,
Utah.

Dear Sir:

Following is a list of material that was with engine 105 when she arrived at Hiawatha. I would like very much if you would see that none of this material is taken off her.

2 new padlocks.
1 machinist hammer.
1 cold chisel
1 18" monkey wrench
1 12" monkey wrench
3 gallons valve oil
3 " engine oil
1 tank bucket
4 bars of soap
1 copper torch
1 copper hand oiler

Yours very truly,

General Manager.

FRED J. LEONARD, MANAGER
W. P. BRESSINGHAM, ASS'T MGR.

CULLEN HOTEL
SALT LAKE CITY, UTAH.

Material delivered
with Engine 103 and
Locked up.
2 new padlocks
1 machinists hammer
1 Cold Chisel
1 – 18 In. Monkey wrench
1 – 12 " "
3 – Gal Valve oil
3 – Gal Engine oil
1 – Tank bucket
4 – Bars soap
1 – Copper Torch
1 – " Hand oiler

H A Davis In Charge

HAMMERMILL BOND

Co.

1917.

sking for

st 7/3/16.

Date of

/3/16. Date

that is

mes

Lewis
Snare hi
of this seed
to Reason - tell
him to see those
the stuff is now taken
off this summer

Jim

5012

THE DENVER AND RIO GRANDE RAILROAD CO.

Helper, Ut. Oct. 5th, 1917.

Mr. R. H. Luke,
General Manager,
Utah Railway Co.,
Salt Lake City.

Dear sir:

In reply to yours of Oct. 3d, asking for information on CV engine #105.

Date of previous hydrostatic test 7/3/16. Date of previous removal of flues 6/15/15. Date of previous removal of caps from staybolts 7/3/16. Date of previous removal of all lagging 7/3/16.

Hoping this is the information that is required, I remain

Yours truly,

C. James

Oct, 3rd, 1917.

Mr. A. V. James,
Master Mechanic, D.& R.G.RR. Co.
Helper,
Utah.

Dear Sir:

Will you kindly furnish me with the following information to be used in preparing annual locomotive report and repair report on C.V. Engine 105.

Date of previous hydrostatic test.

Date of previous removal of flues.

Date of previous removal of caps from flexible staybolts.
Date of previous removal of all lagging.

I shall appreciate receiving this information at an early date,

Yours very truly,

General Manager.

STANDARD
3-16-5000

FORM 2320

UNION PACIFIC SYSTEM

Office of Superintendent Motive Power and Machinery

A. C. HINCKLEY,
SUPERINTENDENT MOTIVE POWER AND MACHINERY
OREGON SHORT LINE RAILROAD CO.

IN REPLY PLEASE REFER TO
No. C

POCATELLO, IDAHO, October 1st, 1917.

Locomotive Inspection and Repair Reports.
CV Locomotive 105.

Mr. I. H. Luke,
General Manager, U Railway Company,
Salt Lake City, Utah.

Dear Sir:

Will you kindly furnish me with the following information to be used in preparing annual locomotive inspection and repair report covering this attention given to your locomotive CV 105 now undergoing repairs at Pocatello Shops.

No. 1. Date of previous hydrostatic test.
No. 2. Date of previous removal of flues.
No. 3. Date of previous removal of caps from flexible staybolts.
No. 4. Date of previous removal of all lagging.

Yours truly,

A.C. Hinckley

Form 1201

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 147 MAIN ST., TRIBUNE BUILDING, SALT LAKE CITY, UTAH ALWAYS OPEN

264 CT BR 15 COLL 1 EX NL

POCATELLO IDA OCT4 1917

I H LUKE MGR 168-30

UTAH RY 309 KEARNS BDG SALTLAKE UT

ENGINE RELEASED FROM SHOPS 2 PM TRANSPORTATION WILL MOVE ENGINE SOMETIME IN AM

H A DAVIS, ENGINEER

1130P

STANDARD
12-16-5000

FORM 2320

UNION PACIFIC SYSTEM

Office of Superintendent Motive Power and Machinery

A. C. HINCKLEY,
SUPERINTENDENT MOTIVE POWER AND MACHINERY
OREGON SHORT LINE RAILROAD CO.

IN REPLY PLEASE REFER TO
No. B

POCATELLO, IDAHO, September 30th, 1917.

Engine CV 105 -

Mr. I. H. Luke,
General Manager, Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

Your engine #102 reached here this morning. I would like to have you furnish me with a list of work required on this engine as soon as possible.

In this connection would also ask you to advise numbering and lettering desired on this engine and tank. At the present time the engine is numbered 102 and the tank 100. The engine is also marked "CV Railway" and the tank is marked "Southern Railway". We have stencils cut for the lettering and numbering on the 105 which we can use for the 102, if you will advise if desire similar lettering for this engine, giving us also the number you desire applied to this engine.

Yours truly,

ACHinckley

BOILER
INSPECTION REPORT
Form 195.

L. B. BRAINERD, PRESIDENT AND TREASURER.
F. B. ALLEN, VICE-PRESIDENT. C. S. BLAKE, SECRETARY. L. F. MIDDLEBROOK, ASSISTANT SECRETARY. W. R. C. CORSON, ASSISTANT SECRETARY.

THE HARTFORD STEAM BOILER INSPECTION & INSURANCE COMPANY.

DENVER DEPARTMENT
920 GAS & ELECTRIC BLDG., DENVER, COLO.
T. E. SHEARS, GENERAL AGENT

President's Office,
RECEIVED
SEP 19 1917
Salt Lake City.

THE HARTFORD STEAM BOILER INSPECTION AND INSURANCE COMPANY MAKES THE FOLLOWING REPORT OF THE CONDITION OF YOUR STEAM BOILER INSPECTED ON THE 7th day of September, 1917. Soren Anderson, Inspector

One Locomotive Type Boiler, Locomotive # 105 in U.P. R.R. Shops, Pocatello, Idaho.

INTERNALLY # 1:

No scale was noted. No corrosion was noted. Braces and stays were sound. Boiler was removed from engine frameand attachments removed. Dome cap was off. Entire new firebox has been installed as recommended in report of inspection February 17th, 1917 and boiler appears to be in first class, condition.

EXTERNALLY:

The shell plates and heads were sound as far as could Seams and tube ends were in good order and showed no leakage. The Steam gauge was not tested; not being available, Blow-off-pipes and other appliances were not in place.

Very truly,

Thos. E. Shears

General Agent.

United States Fuel Company
and Southern Utah Railroad
Salt Lake City, Utah

Mr Luke
RJR
[illegible]

Sept. 26th, 1917.

Mr. A. V. James,
Master Mechanic, D&RG RR. Co.
Helper, Utah.

Dear Sir:

Engine 105 will be back to Hiawatha about October 5th, Will you kindly arrange to have the new motor generator put on her soon after her arrival and advise me when it is OK.

Yours truly,

General Manager.

CLASS OF SERVICE DESIRED	
Fast Day Message	
Day Letter	
Night Message	
Night Letter	X

Patrons should mark an X opposite the class of service desired: OTHERWISE THE TELEGRAM WILL BE TRANSMITTED AS A FAST DAY MESSAGE.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

Form 1207

Receiver's No.	
Check	
Time Filed	

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Salt Lake 9/24 1917

To A. C. Hinckley
Pocatello Idaho

Rio Grande will apply the Dynamo at Destination. Need a Consolidation freight Locomotive for Service in mexico have you anything to offer

J H Muir

SENDER'S ADDRESS FOR ANSWER

SENDER'S TELEPHONE NUMBER

Form 2191

C. S.
u

TELEGRAM

Time Filed__________M

NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
		M		
NUMBER	RECD FROM	TIME RECEIVED	SENDER	RECEIVER
		M		

All messages must be written in ink or typewritten on these blanks, and those for parties on trains (except trainmen) delivered in sealed envelopes. The exact sending and receiving time, initials of sending and receiving operator and signal of receiving office, must be entered in proper space in every instance. Operator must note on back of telegrams time of calls and cause of delay, if any.

MAILGRAM.

Pocatello, Idaho,
September 21, 1917.

I. H. Luke,
General Manager
Utah Railway Co.,
Salt Lake City, Utah.

Our shops advise C.V. engine 105 was received at Pocatello without headlight dynamo. Will you please advise if it is your intention to have the dynamo applied at destination.

A. C. Hinckley

I H Luke

Charge
Utah Ry

Yours very truly,

General Manager.

Pocalo--------9/17

I H Luke

Please advise minimum thickness to which tires can be turned on engine CV 105. If impossible to true up to minimum thickness shall we applu new tires.

Hinckley

By telephone 3:25 PM.

In further consideration of the
Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. Day Letters shall be written in plain English. Code language is not permissible.

C. This Day Letter may be delivered by the Telegraph Company by telephoning the same to the addressee, and such delivery shall be a complete discharge of the obligation of the Telegraph Company to deliver.

D. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day

SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rate for this special "Night Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

B. Night Letters shall be written in plain English. Code language is not permissible.

No employee of the Company is authorized to vary the foregoing.

CLASS OF SERVICE DESIRED	
Fast Day Message	
Day Letter	
Night Message	
Night Letter	
Patrons should mark an X opposite the class of service desired; OTHERWISE THE TELEGRAM WILL BE TRANSMITTED AS A FAST DAY MESSAGE.	

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

Form 1206

Receiver's No.	
Check	
Time Filed	

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Salt Lake 9/17

A. C. Hinckley
Pocatello Idaho.

One and three quarters of
Cant get it apply new
tires

J H Yuke

Charge
Utah Ry

Yours very truly,

General Manager.

Form 2191

C. S.

U

TELEGRAM

Time Filed__________M

NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
		M		
NUMBER	**RECD FROM**	**TIME RECEIVED**	**SENDER**	**RECEIVER**
263 ca	o r	M		

All messages must be written in ink or typewritten on these blanks, and those for parties on trains (except trainmen) delivered in sealed envelopes. The exact sending and receiving time, initials of sending and receiving operator and signal of receiving office, must be entered in proper space in every instance. Operator must note on back of telegrams time of calls and cause of delay, if any.

RECEIVED SEP 17 1917 Telegraph Office SALT LAKE CITY, UTAH.

Pocatello sept 17,1917.

L

I H Luke, Gen Mgr Utah Ry Co
3d Floor Kearns Bldg.

Salt Lake

Please advise minium thickness to which tires can be turned on engine CV-105. If impossible to true up to minimum shall we apply new tires.

A C Hinckley

128pm

Phoned 3 P.M. Sav. 9/17 JJH.

D. & R. G. R.R. CO. REC'D SEP P.M. Salt Lake City Telegraph Office

deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. Day Letters shall be written in plain English. Code language is not permissible.

C. This Day Letter may be delivered by the Telegraph Company by telephoning the same to the addressee, and such delivery shall be a complete discharge of the obligation of the Telegraph Company to deliver.

D. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day

In further consideration of the reduced rate for this special "Night Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

B. Night Letters shall be written in plain English. Code language is not permissible.

No employee of the Company is authorized to vary the foregoing.

September 6, 1917.

File No 660

Repairs to CV Engine #105

Mr. A. C. Hinckley, Superintendent M. P. & M.
Oregon Short Line Railroad Co.
Pocatello,
Idaho.

Dear Sir:

I have your letter of the 5th, inst, in regard to using your standard design of piston head in making repairs to our engine No. 105, and I wired you today that your standard piston head would be satisfactory to me.

After you have repaired this engine could you take another of our locomotives for new fire box and flues and turn her out any time within the nexttfour or five months? There would be no great rush about having the second engine fixed up.

Yours very truly,

General Manager.

CLASS OF SERVICE DESIRED	
Fast Day Message	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE TELEGRAM WILL BE TRANSMITTED AS A FAST DAY MESSAGE.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

Form 1206

Receiver's No.
Check
Time Filed

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

File No 660

Salt Lake City, Utah. Sept. 6th, 1917.

A. C. Hinckley, Supt. M. P. & M.
Oregon Short Line RR Co.
Pocatello, Idaho.

Your letter Engine ten five, Your standard piston heads satisfactory.

I. H. Luke.

Prepay and charge
to Utah Railway Co.

FORM 2320

STANDARD
12-16-5000

UNION PACIFIC SYSTEM

Office of Superintendent Motive Power and Machinery

A. C. HINCKLEY,
SUPERINTENDENT MOTIVE POWER AND MACHINERY
OREGON SHORT LINE RAILROAD CO.

IN REPLY PLEASE REFER TO
No. F

File No 660

POCATELLO, IDAHO, September 5th, 1917

Repairs to CV Engine #105

Mr. I. H. Luke, General Manager,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

Please refer to your letter of July 11th, 1917, and previous correspondence relative to repairs being made in our shop to CV engine #105.

On account of reboring cylinders it is of course necessary that new piston heads be applied to the pistons. The pistons now on your locomotives are of the built-up type and we do not have patterns. Will it not be satisfactory to use our standard design of piston head, which is the solid head in place of the built-up style, now on the locomotive. Alterations can be made to one of our patterns and we will be able to have the castings made more promptly, as considerable delay will be experienced if necessary to manufacture new patterns, of the built-up type.

Kindly advise by wire.

Yours truly,

A C Hinckley

UTAH RAILWAY COMPANY,
RECEIVED
SEP 6 - 1917

File No 660

August 14th, 1917.

Mr. A. C. Hinckley,
Supt. Motive Power, Oregon Short Line RR. Co.
Pocatello,
Idaho.

Dear Sir:

In making your bill against this company for repairs to our Engine No. 105 will you kindly segregate the expense for replacing the following items from other repair charges so that we will be able to re-bill the people responsible for their replacement.

Dynamo and Generator complete.
Both front and main rod brasses.
Electrode and Electrode holder.
Carbon Clutch and Carbon Clutch guide.
Middle and bottom gage cocks.
Both Copper pipes from cab to double head pump governer.
Grate Shaker Car.
Pneumatic bell ringer.
Both tank hose and coupling nuts.
Head light cage and reflector.
Fire door.
Lubricator filling glass and cage and drain plug.
Engine pilot.

Yours very truly,

General Manager.

File No 660

July 11th, 1917.

Mr. A. C. Hinckley,
Supt. Motive Power, O.S.L.,
Pocatello, Idaho,

My dear Sir:

The following repairs are necessary on C. V. Engine No.105:

New fire box and flues.

Tires require turning, account sharp flanges, they are 2-17/32 thick with 5/32 wear.

Cylinders and valve bushings require boring.

Spiders equipped with new bull rings and new packing all around.

Driving boxes, shoes and wedges will have to be planed and wedges lined down.

Take lateral up to 1/32 clearance in all drivers and Eng. truck wheels.

Apply new main brasses in both main boxes, bore them to actual diameter of jurnal bearings and spotted to a fit.

The heel of brasses to come down to center line of jurnal.

Shine all other loose driving box brasses and press them in at twenty tons, and bore them to exact size of each individual jurnal, and file to fit.

Caliper all driving jurnals and if found 1/64 out, true them up.

Following driving box brasses are loose in driving boxes:
Right front, both inter-right main and left back.

Turn Eng. truck wheels and take up lateral.

Ream holes and fit new bolts in both front ends of Eng. truck radious bars.

Weld new feet on both main and back spring equalizers, to raise them off boxes.

Over haul side rods complete on account of loose

File No 660

bushings and knuckle pins.

Close both valve stem cross heads.

Renew link blocks and pins in both links, account excessively worn.

Renew bushings in both ends of eccentric rods and apply a new inside trunion bushing to right link.

Refit pin in lowed end of left link foot.

Valve motion otherwise in good condition.

Apply new breast beam account broken and defective, also new pilot.

Equip boiler with two Everlasting blow off cocks, one in each water leg near the front end of fire box, and about three inches above mud ring, with extension handles to be operated from the cab.

Cab will have to be gone over thoroughly and tightened down to running board and cab brackets.

Fit cab up with upholstered seat boxes.

Left seat box missing and right one in poor condition.

Grind number one pair of tank wheels account sharp flanges, probably will have to be renewed, account worn nearly through chill.

Turn No. 2, 3 and 4 tank wheels.

Apply new front tank sill.

Paint Eng. and tank.

Examine front end draught appliances and if any found worn, make renewals.

Yours very truly,

File No 66.8

July 11th, 1917.

A. V. James,
Ass't M. M., D. & R. G. R.R.Co.,
Helper, Utah,

My dear James:

My check of Engine 105 shows following parts missing or gone (pilot and head light knocked off on the line).

You will no doubt want the Supt. of Motive Power to arrange with Short Line people for replacement in as much as they are over hauling the Engine; kindly advise:

Dynamo & Generator Complete.
Both front and main rod brasses.
Electrode & Electrode holder.
Carbon Clutch & Carbon Clutch guide.
Middle & bottom gage cocks.
Both Copper pipes from Cab to double head pump governer.
Grate Shaker Car.
Pneumatic bell ringer.
Both Tank hose and coupling nuts.
Head light cage and reflector.
Fire door.
Lubricator filling glass and cage and drain plug.
Engine pilot gone.

Yours very truly,

5010

THE DENVER AND RIO GRANDE RAILROAD CO.

File No. 665

191

Mr. I. H. Lukes. -

Dear Sir:

I inspected C. V. Eng. 105 at the Short-Line R. House to day.

The following attachments and equipment was missing, which will have to be replaced.

Both front end of main rod brasses;
Dynamo and generator complete. ✓
Electrod and Electrod holder. ✓
Carbon Clutch and Carbon clutch guide. ✓
Middle and bottom gauge cocks. ✓
All four sand pipes from running board down and sand pipes frame clamps.
Both copper pipes from cab to double head pump governer. ✓ ✓
Grate shaker bar. ✓
Pneumatic bell ringer. ✓
Both tank hoses and coupling nuts ✓
Head light cage a total wreck and loaded ✓ on back of tank. ✓
Fire door. ✓
Lubricator filling glass and cage ✓ and drain plug. ✓
Engines pilot missing ✓

2

5010

File No 660

THE DENVER AND RIO GRANDE RAILROAD CO.

Mr. A. C. Hinckley
Supt. Motive Power O.S.L.
Pocatello Ida

191

C.V.E. on Eng 1105

Following repairs are necessary

New fire box and flues.

Tires require turning, account sharp flanges, they are 27/32 thick with 5/32 wear.

Cylinders and valve bushings require boring.

Spiders equipped with new bull rings and new packing all around.

Driving boxes, shoes and wedges will have to be planed and wedges lined down.

Take lateral up to 1/32 clearance in all drivers and Eng. truck wheels. Apply new main brasses in both main boxes, bore them to actual diameter of Journal bearings and spotted to a fit

The heel of brasses to come down to center line of journal.

Shim all other loose driving box brasses and press them in at twenty tons, and bore them to exact size of each individual journal, and file to fit.

Caliper all driving journals and if found 1/64 out, true them up.

Following driving box brasses are loose in driving boxes.

Right front, both inter- right main and left back.

Turn Eng. truck wheels and take up lateral.

Ream holes and fit new bolts in both front ends of Eng. truck radious bars.

Weld new feet on both main and back spring equalizers, to raise them off boxes.

Overhaul side rods complete on account of loose bushings and knuckle pins.

Close both valve stem cross heads.

Renew link blocks and pins in both links, acct excessively worn.

Renew bushings in both ends of eccentric rods and apply a new inside trunnion bushing to right link

Refit pin in lower end of left link foot.

Valve motion otherwise in good condition

5010

File No 660

THE DENVER AND RIO GRANDE RAILROAD CO.

4. 191

apply new breast beam acct.
broken and defective also new
pilot.
Equip boiler with two Everlasting
blow off cocks, one in each water leg
near the front end of fire box
and about three inches above
mud ring, with extensions handles
to be operated from the cab.
Cab will have to be gone over
thoroughly and tightened down to
running board and cab brackets.
Fit cab up with upholstered seat
boxes.
Left seat box missing and right
one in poor condition.
Grind number one pair of tank wheels
acct. sharp flanges, probably will
have to be renewed, acct. worn nearly
through chill
Turn No. 2, 3 &, 4 tank wheels.
Apply new front tank sill.
Paint Eng. and tank
Examine front end draught appliances
and if any found worse, make renewals.

Yrs Truly J.H. [illegible]

Form 3756A

File No. 668

Uniform Bill of Lading—Standard Form of Straight Bill of Lading approved by the Interstate Commerce Commission by Order No. 787 of June 27, 1908.

THE DENVER & RIO GRANDE RAILROAD COMPANY

Shippers No.

STRAIGHT BILL OF LADING—ORIGINAL—NOT NEGOTIABLE.

Agents No.

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

at Helper Utah July 6 1917

from A James

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said Company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained (including conditions on back hereof) and which are agreed to by the shipper and accepted for himself and assigns.

The Rate of Freight from

to *is in Cents per 100 Lbs.*

IF-Times 1st	IF 1st Class	IF 2d Class	IF 3d Class	IF 4th Class	IF 5th Class	IF Class A	IF Class B	IF Class C	IF Class D	IF Class E	IF Special per	IF Special per

(Mail Address—Not for purposes of Delivery.)

Consigned to J H Luke

Destination, Salt Lake State of Utah County of

Route, Car Initial C V Car No. 105

No. Packages	DESCRIPTION OF ARTICLES AND SPECIAL MARKS	WEIGHT (Subject to Correction)	Class or Rate	Check Column
1	Locomotive (Engine)			
	(on its own wheels)			

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received $
to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per
(The signature here acknowledges only the amount prepaid.)

I/WE HEREBY DECLARE THE VALUE OF THE PROPERTY HEREIN DESCRIBED TO BE $

Shipper

Per

I/WE HEREBY DECLARE THE ACTUAL VALUE OF EACH ARTICLE SHIPPED HEREUNDER TO BE $ PER HUNDRED POUNDS OR THE PROPORTIONATE AMOUNT THEREOF IF WEIGHT IS LESS THAN ONE HUNDRED POUNDS.

Shipper

Per

Charges Advanced:

$

A James Shipper.

G V Clemenson Agent

1

Per FWJ

Per

(This Bill of Lading is to be Signed by the shipper and agent of the carrier issuing same.)

CONDITIONS

Sec. 1. The carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto, except as hereinafter provided.

No carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, quarantine, the authority of law, or the act or default of the shipper, or owner, or for differences in the weights of grain, seed, or other commodities caused by natural shrinkage or discrepancies in elevator weights. For loss, damage or delay caused by fire occurring after forty-eight hours (exclusive of legal holidays) after notice of the arrival of the property at destination or at port of export (if intended for export) has been duly sent or given, the carrier's liability shall be that of warehouseman only. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon request of the shipper, owner, or party entitled to make such request; or resulting from a defect or vice in the property or from riots or strikes. When in accordance with general custom, on account of the nature of the property, or when at the request of the shipper the property is transported in open cars, the carrier or party in possession (except in case of loss or damage by fire, in which case the liability shall be the same as though the property had been carried in closed cars) shall be liable only for negligence, and the burden to prove freedom from such negligence shall be on the carrier or party in possession.

Sec. 2. In issuing this bill of lading this company agrees to transport only over its own line, and except as otherwise provided by law acts only as agent with respect to the portion of the route beyond its own line.

No carrier shall be liable for loss, damage, or injury not occurring on its own road, or its portion of the through route, nor after said property has been delivered to the next carrier, except as such liability is or may be imposed by law, but nothing contained in this bill of lading shall be deemed to exempt the initial carrier from any such liability so imposed.

Sec. 3. No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch, unless by specific agreement indorsed hereon. Every carrier shall have the right in case of physical necessity to forward said property by any railroad or route between the point of shipment and the point of destination; but if such diversion shall be from a rail to a water route the liability of the carrier shall be the same as though the entire carriage were by rail.

The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property at the place and time of shipment under this bill of lading, including the freight charges, if paid.

Except where the loss, damage or injury complained of is due to delay or damage while being loaded or unloaded, or damaged in transit by carelessness or negligence, as conditions precedent to recovery, claims must be made in writing to the originating or delivering carrier within six months after delivery of the property (or, in case of export traffic, within nine months after delivery at port of export), or, in case of failure to make delivery, then within six months (or nine months in case of export traffic), after a reasonable time for delivery has elapsed; and suits for loss, damage, or delay shall be instituted only within two years and one day after delivery of the property, or, in case of failure to make delivery, then within two years and one day after a reasonable time for delivery has elapsed.

Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance.

Sec. 4. All property shall be subject to necessary cooperage and baling at owner's cost. Each carrier over whose route cotton is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad, public, or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

Sec. 5. Property not removed by the party entitled to receive it within forty-eight hours (exclusive of legal holidays) after notice of its arrival has been duly sent or given may be kept in car, depot or place of delivery of the carrier or warehouse, subject to a reasonable charge for storage and to carrier's responsibility as warehouseman only, or may be, at the option of the carrier, removed to and stored in a public or licensed warehouse at the cost of the owner and there held at the owner's risk and without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

The carrier may make a reasonable charge for the detention of any vessel or car, or for the use of tracks after the car has been held forty-eight hours (exclusive of legal holidays), for loading or unloading, and may add such charge to all other charges hereunder and hold such property subject to a lien therefor. Nothing in this section shall be construed as lessening the time allowed by law or as setting aside any local rule affecting car service or storage.

Property destined to or taken from a station, wharf, or landing at which there is no regularly appointed agent shall be entirely at risk of owner after unloading from cars or vessels or until loaded into cars or vessels, and when received from or delivered on private or other sidings, wharves or landings shall be at owner's risk until the cars are attached to and after they are detached from trains.

Sec. 6. No carrier will carry or will be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classification or tariffs, unless a special agreement to do so and a stipulated value of the articles are endorsed hereon.

Sec. 7. Every party, whether principal or agent, shipping explosive or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

Sec. 8. The owner or consignee shall pay the freight and all other lawful charges accruing on said property, and, if required, shall pay the same before delivery. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

Sec. 9. Except in case of diversion from rail to water route, which is provided for in section 3 hereof, if all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the liabilities, limitations, and exemptions provided by statute and to the conditions contained in this bill of lading not inconsistent with such statutes or this section, and subject also to the condition that no carrier or party in possession shall be liable for any loss or damage resulting from the perils of the lakes, sea, or other waters; or from explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery or appurtenances, or from collision, stranding or other accidents of navigation, or from prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have the liberty to call at intermediate ports to tow and be towed, and assist vessels in distress, and to deviate for the purpose of saving life or property.

The term "water carriage" in this section shall not be construed as including lighterage across rivers on in lake or other harbors, and the liability for such lighterage shall be governed by the other sections of this instrument.

Sec. 10. Any alteration, addition or erasure in this bill of lading which shall be made without an indorsement thereof hereon, signed by the agent of the carrier issuing this bill of lading, shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

Form 3756A

File No. 665

For use in connection with the Standard form of Straight Bill of Lading approved by the Interstate Commerce Commission by order No. 787 of June 27, 1908.

THE DENVER & RIO GRANDE RAILROAD COMPANY

THIS SHIPPING ORDER must be legibly filled in, in ink, in Indelible Pencil or in Carbon, and retained by the Agent.

Shippers No.

Agents No.

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Shipping Order,

at Helper Utah July 6 1917

from A James

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said Company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained (including conditions on back hereof) and which are agreed to by the shipper and accepted for himself and assigns.

The Rate of Freight from

to *is in Cents per 100 Lbs.*

IF-Times 1st	IF 1st Class	IF 2d Class	IF 3d Class	IF 4th Class	IF 5th Class	IF Class A	IF Class B	IF Class C	IF Class D	IF Class E	IF Special per	IF Special per

(Mail Address—Not for purposes of Delivery.)

Consigned to J H Luke

Destination, Salt Lake State of Utah County of

Route, Car Initial C V Car No. 105

No. Packages	DESCRIPTION OF ARTICLES AND SPECIAL MARKS	WEIGHT (Subject to Correction)	Class or Rate	Check Column
1	Locomotive (Engine)			
	(on its own wheels)			

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received $ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per

(The signature here acknowledges only the amount prepaid.)

Charges Advanced:

$

WE HEREBY DECLARE THE VALUE OF THE PROPERTY HEREIN DESCRIBED TO BE $

Shipper

Per

WE HEREBY DECLARE THE ACTUAL VALUE OF EACH ARTICLE SHIPPED HEREUNDER TO BE $ PER HUNDRED POUNDS OR THE PROPORTIONATE AMOUNT THEREOF IF WEIGHT IS LESS THAN ONE HUNDRED POUNDS.

Shipper

Per

A James Shipper.

Per FJ

G V [illegible]

☛ Agent must detach and retain this Shipping Order and must sign the Original Bill of Lading.

2

CONDITIONS

Sec. 1. The carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto, except as hereinafter provided.

No carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, quarantine, the authority of law, or the act or default of the shipper, or owner, or for differences in the weights of grain, seed, or other commodities caused by natural shrinkage or discrepancies in elevator weights. For loss, damage or delay caused by fire occurring after forty-eight hours (exclusive of legal holidays) after notice of the arrival of the property at destination or at port of export (if intended for export) has been duly sent or given, the carrier's liability shall be that of warehouseman only. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon request of the shipper, owner, or party entitled to make such request; or resulting from a defect or vice in the property or from riots or strikes. When in accordance with general custom, on account of the nature of the property, or when at the request of the shipper the property is transported in open cars, the carrier or party in possession (except in case of loss or damage by fire, in which case the liability shall be the same as though the property had been carried in closed cars) shall be liable only for negligence, and the burden to prove freedom from such negligence shall be on the carrier or party in possession.

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No carrier shall be liable for loss, damage, or injury not occurring on its own road, or its portion of the through route, nor after said property has been delivered to the next carrier, except as such liability is or may be imposed by law, but nothing contained in this bill of lading shall be deemed to exempt the initial carrier from any such liability so imposed.

Sec. 3. No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch, unless by specific agreement indorsed hereon. Every carrier shall have the right in case of physical necessity to forward said property by any railroad or route between the point of shipment and the point of destination; but if such diversion shall be from a rail to a water route the liability of the carrier shall be the same as though the entire carriage were by rail.

The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property at the place and time of shipment under this bill of lading, including the freight charges, if paid.

Except where the loss, damage or injury complained of is due to delay or damage while being loaded or unloaded, or damaged in transit by carelessness or negligence, as conditions precedent to recovery, claims must be made in writing to the originating or delivering carrier within six months after delivery of the property (or, in case of export traffic, within nine months after delivery at port of export), or, in case of failure to make delivery, then within six months (or nine months in case of export traffic), after a reasonable time for delivery has elapsed; and suits for loss, damage, or delay shall be instituted only within two years and one day after delivery of the property, or, in case of failure to make delivery, then within two years and one day after a reasonable time for delivery has elapsed.

Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance.

Sec. 4. All property shall be subject to necessary cooperage and baling at owner's cost. Each carrier over whose route cotton is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad, public, or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

Sec. 5. Property not removed by the party entitled to receive it within forty-eight hours (exclusive of legal holidays) after notice of its arrival has been duly sent or given may be kept in car, depot or place of delivery of the carrier or warehouse, subject to a reasonable charge for storage and to carrier's responsibility as warehouseman only, or may be, at the option of the carrier, removed to and stored in a public or licensed warehouse at the cost of the owner and there held at the owner's risk and without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

The carrier may make a reasonable charge for the detention of any vessel or car, or for the use of tracks after the car has been held forty-eight hours (exclusive of legal holidays), for loading or unloading, and may add such charge to all other charges hereunder and hold such property subject to a lien therefor. Nothing in this section shall be construed as lessening the time allowed by law or as setting aside any local rule affecting car service or storage.

Property destined to or taken from a station, wharf, or landing at which there is no regularly appointed agent shall be entirely at risk of owner after unloading from cars or vessels or until loaded into cars or vessels, and when received from or delivered on private or other sidings, wharves or landings shall be at owner's risk until the cars are attached to and after they are detached from trains.

Sec. 6. No carrier will carry or will be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classification or tariffs, unless a special agreement to do so and a stipulated value of the articles are endorsed hereon.

Sec. 7. Every party, whether principal or agent, shipping explosive or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

Sec. 8. The owner or consignee shall pay the freight and all other lawful charges accruing on said property, and, if required, shall pay the same before delivery. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

Sec. 9. Except in case of diversion from rail to water route, which is provided for in section 3 hereof, if all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the liabilities, limitations, and exemptions provided by statute and to the conditions contained in this bill of lading not inconsistent with such statutes or this section, and subject also to the condition that no carrier or party in possession shall be liable for any loss or damage resulting from the perils of the lakes, sea, or other waters; or from explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery or appurtenances, or from collision, stranding or other accidents of navigation, or from prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have the liberty to call at intermediate ports to tow and be towed, and assist vessels in distress, and to deviate for the purpose of saving life or property.

The term "water carriage" in this section shall not be construed as including lighterage across rivers on in lake or other harbors, and the liability for such lighterage shall be governed by the other sections of this instrument.

Sec. 10. Any alteration, addition or erasure in this bill of lading which shall be made without an indorsement thereof hereon, signed by the agent of the carrier issuing this bill of lading, shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

File No 660

Salt Lake City, Utah. July 3rd, 1917.

Mr. A. C. Hinckley,
Supt. Motive Power and Machinery, O. S. L. R. R. Co.
Pocatello,
Idaho.

Dear Sir;:-

Your letter of the 1st, instant, I had our engine No. 105 started for Pocatello for repairs, but she was caught at Helper by the washout. I expect this engine to move from there not later than the 6th of the month. If, however, you can get this engine fixed up by the latter part of September it will probably be as soon as we will need her.

I will advise you upon her arrival at Salt Lake.

Yours truly,

(Signed) J. H. LUKE

General Manager.

STANDARD
12-16-5000

FORM 2320

UNION PACIFIC SYSTEM

Office of Superintendent Motive Power and Machinery

A. C. HINCKLEY,
SUPERINTENDENT MOTIVE POWER AND MACHINERY
OREGON SHORT LINE RAILROAD CO.

File No. 660

IN REPLY PLEASE REFER TO
No. A

POCATELLO, IDAHO,
July 1st, 1917.

Repairs to engines, Southern Utah Railroad:

Mr. I. H. Luke,
General Manager, Southern Utah Railroad,
Salt Lake City, Utah.

Dear Sir:

Referring to previous correspondence in which you requested us to take one or two of your engines into shop for fire box work and general overhauling:

If you will arrange to deliver us one of your engines, we will arrange to have the work done at Pocatello. Kindly advise me date the engine may be expected.

Yours truly,

A C Hinckley

NIGHT MESSAGE Form 45

THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED

25,000 OFFICES IN AMERICA CABLE SERVICE TO ALL THE WORLD

THEO. N. VAIL, PRESIDENT BELVIDERE BROOKS, GENERAL MANAGER

RECEIVER'S No.	TIME FILED	CHECK

SEND the following night message subject to the terms on back hereof, which are hereby agreed to } Salt Lake, June 23, 1917. 191

To A. James, Asst. Master Mechanic, D&RG RR Co.,

Helper, Utah.

Please advise when engine 105 be ready to move. Anxious get it started quickly possible.

I. H. Luke.

Charge:

Utah Railway Company.

Pocatello within the next day or two, and hold the other one until I can take the matter up further with the Southern Pacific. Time is getting so short that I cannot take any further chances on at least one of them.

Your kindness in this matter will be appreciated.

Very truly yours,

IHL:H

General Manager.

NIGHT MESSAGE

ALL NIGHT MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS WHICH ARE HEREBY AGREED TO

The Western Union Telegraph Company will receive messages, to be sent during the night, for delivery not earlier than the morning of the next ensuing business day, at reduced rates.

To guard against mistakes or delays, the sender of a message should order it REPEATED, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated message rate is charged in addition. Unless otherwise indicated on its face, THIS IS AN UNREPEATED MESSAGE AND PAID FOR AS SUCH, in consideration whereof it is agreed between the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery or for non-delivery, of any UNREPEATED message, beyond the amount received for sending the same; nor for mistakes or delays in the transmission or delivery, or for non-delivery of any REPEATED message, beyond fifty times the sum received for sending the same, *unless specially valued;* nor in any case for delays arising from unavoidable interruption in the working of its lines; *nor for errors in cipher or obscure messages.*

2. In any event the Company shall not be liable for damages for any mistakes or delay in the transmission or delivery, or for the non-delivery of this message, whether caused by the negligence of its servants or otherwise, beyond the sum of FIFTY DOLLARS, at which amount this message is hereby valued, unless a greater value is stated in writing hereon at the time the message is offered to the Company for transmission, and an additional sum paid or agreed to be paid based on such value equal to one-tenth of one per cent. thereof.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other Company when necessary to reach its destination.

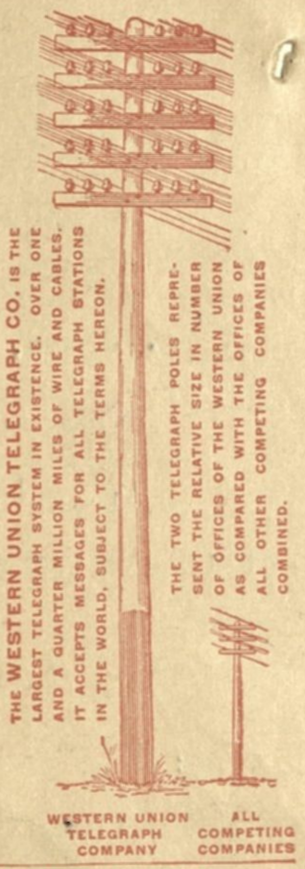
4. Messages will be delivered free within one-half mile of the Company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the Company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

7. *No employee of the Company is authorized to vary the foregoing.*

THEO. N. VAIL, PRESIDENT **BELVIDERE BROOKS, GENERAL MANAGER**



THE WESTERN UNION TELEGRAPH CO. IS THE LARGEST TELEGRAPH SYSTEM IN EXISTENCE. OVER ONE AND A QUARTER MILLION MILES OF WIRE AND CABLES. IT ACCEPTS MESSAGES FOR ALL TELEGRAPH STATIONS IN THE WORLD, SUBJECT TO THE TERMS HEREON.

THE TWO TELEGRAPH POLES REPRESENT THE RELATIVE SIZE IN NUMBER OF OFFICES OF THE WESTERN UNION AS COMPARED WITH THE OFFICES OF ALL OTHER COMPETING COMPANIES COMBINED.

MONEY TRANSFERRED BY TELEGRAPH AND CABLE TO ALL THE WORLD

File No 660

Hiawatha, Utah. June 15, 1917.

Mr. A. C. Hinkley,
Supt. Motive Power, O. S. L.,
Pocatello, Idaho.

Dear Mr. Hinkley:

The S. P. people advised me this A. M. that it would be impossible to take the two engines at Ogden for fire boxes and overhauling, consequently I will have to avail myself of your kind offer to take them if we were unable to make arrangements elsewhere. I will start engine #105 from Helper for Pocatello within the next day or two, and hold the other one until I can take the matter up further with the Southern Pacific. Time is getting so short that I cannot take any further chances on at least one of them.

Your kindness in this matter will be appreciated.

Very truly yours,

IHL:H

General Manager.

File No 660

49

71

May 29th, 1915.

Mr. A. B. Apperson, Gen'l Supt.,
Denver & Rio Grande RR Co.,
City.

Dear Sir:-

I understand our Engine No. 105 is in the shop at Helper for new flues. There is at HistaHiawatha a large rack of engine flues and I understand from your Master Mechanic, Mr. Rosser, that many of these flues are good and would do for Engine No. 105. This being the case, will you not call it to the attention of the Mechanical Department with the end in view, that if these flues can be used it might possibly save us some money.

In this connection would like to say that we are carrying a large stock of supply parts at Hiawatha for our engines and I hope you will use up this material when making repairs for us.

Yours truly,

POSTAL TELEGRAPH – COMMERCIAL CABLES

CLARENCE H. MACKAY, PRESIDENT.

TELEGRAM

RECEIVED AT
[illegible] So. MAIN ST.

DELIVERY No. 187

The Postal Telegraph-Cable Company (Incorporated) transmits and delivers this message subject to the terms and conditions printed on the back of this blank.

DESIGN PATENT No. [illegible]

18—676

File No 660

7 SY T. 16

X NewYork Ny., May 24 17

A.B. Apperson,
Pres So Utah Ry Co SaltLake

Account increased cost materials regret we are obliged to withdraw our proposition may twelfth covering firebox.

Amn Loc Co.

1PM.

Telephoned
Lewis - 1^{17}pm 5/24

PHONE NUMBER

---

to this whenplacing order.

On account of the fluctuating condition of the market for the material involved, the price quoted is subject to immediate acceptance and we therefore suggest you advise us immediately on receipt of this letter preferably by wire whether same meets with your approval.

Referring to the last paragraph of your letter of April 30th, we shall be pleased to also quote you on the two fireboxes required for locomotives built by the Lima Co. as soon as you can obtain and mail us blueprints.

Thanking you for the inquiry and hoping to be favored with your order, we are

Yours very truly,

Geo. H. Weiler

k

Asst. Manager of Sales

Form 1204

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT

File No 660

24 SX AY 28 COLLECT

CA POCATELLO IDAHO 1225PM MAY 12

I H LUKE PRES SOUTHERN UTAH R R

SALT LAKE CITY UTAH

ACCOUNT SHORTAGE LABOR WE ARE HANDICAPPED MORE OR LESS WITH OUR OWN WORK HOWEVER WILL ADVISE YOU BEFORE JUNE FIRST WHETHER WE CAN ACCOMMODATE YOU OR NOT.

A C HINCKLEY

148PM

CLASS OF SERVICE DESIRED	
Fast Day Message	
Day Letter	
Night Message	
Night Letter	XXXXXXX

Patrons should mark an X opposite the class of service desired; OTHERWISE THE TELEGRAM WILL BE TRANSMITTED AS A FAST DAY MESSAGE.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

Form 1207

Receiver's No.

File No 660

Check

Time Filed

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Salt Lake City, Utah, May 13, 1917 191

To A. B. Apperson,
St. Francis Hotel,
San Francisco, California.

American people quote price on fire box but six months delivery is best can promise which will be too late. Can you induce Southern Pacific to take these two engines in for fire box and light overhauling at Ogden where they have modern shop and understand are not crowded with work as x are shops on other lines. We should have these engines ready for service about September first.

I H Lake.....11:15 AM

Charge U S Fuel Co.

SENDER'S ADDRESS FOR ANSWER

SENDER'S TELEPHONE NUMBER

---

to this whenplacing order.

On account of the fluctuating condition of the market for the material involved, the price quoted is subject to immediate acceptance and we therefore suggest you advise us immediately on receipt of this letter preferably by wire whether same meets with your approval.

Referring to the last paragraph of your letter of April 30th, we shall be pleased to also quote you on the two fireboxes required for locomotives built by the Lima Co. as soon as you can obtain and mail us blueprints.

Thanking you for the inquiry and hoping to be favored with your order, we are,

Yours very truly,

Geo. H. Weiler

Asst. Manager of Sales

k

CLASS OF SERVICE DESIRED	
Fast Day Message	
Day Letter	X
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE TELEGRAM WILL BE TRANSMITTED AS A FAST DAY MESSAGE.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

Form 1207

Receiver's No.

File No 660

Check

Time Filed

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Salt Lake City, Utah, May 11 1917

To A C Hinckley, Supt. Motive Power, O.S.L. R.R.,

Pocatello, Idaho.

Can you take one and possibly two of our engines for firebox and over hauling about June fifteenth and can we get the engines into service by September first.

I H Luke.

Charge to U.S.Fuel Co.

SENDER'S ADDRESS FOR ANSWER

SENDER'S TELEPHONE NUMBER

A deferred day service at rates lower than the standard day message rates as follows: One and one-half times the standard Night Letter rate for the transmission of 50 words or less and one-fifth of the initial rate for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special "Day Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters s, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. Day Letters shall be written in plain English. Code language s not permissible.

C. This Day Letter may be delivered by the Telegraph Company by telephoning the same to the addressee, and such delivery shall be a complete discharge of the obligation of the Telegraph Company to deliver.

D. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day

NIGHT LETTERS

Accepted up to 2.00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The standard day rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard day rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rate for this special "Night Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

B. Night Letters shall be written in plain English. Code language is not permissible.

No employee of the Company is authorized to vary the foregoing.

Form 1207

CLASS OF SERVICE DESIRED	
Fast Day Message	
Day Letter	X
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE TELEGRAM WILL BE TRANSMITTED AS A FAST DAY MESSAGE.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

Receiver's No. File No 660

Check

Time Filed

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Pocatello, Idaho.

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I H Luke.

Charge to U.S.Fuel Co.

SENDER'S ADDRESS FOR ANSWER

SENDER'S TELEPHONE NUMBER

---

the Castle Valley Railway. Please confirm our understanding as to this whenplacing order.

On account of the fluctuating condition of the market for the material involved, the price quoted is subject to immediate acceptance and we therefore suggest you advise us immediately on receipt of this letter preferably by wire whether same meets with your approval.

Referring to the last paragraph of your letter of April 30th, we shall be pleased to also quote you on the two fireboxes required for locomotives built by the Lima Co. as soon as you can obtain and mail us blueprints.

Thanking you for the inquiry and hoping to be favored with your order, we are,

Yours very truly,

Geo. A. Weiler

k

Asst. Manager of Sales

POSTAL TELEGRAPH — COMMERCIAL CABLES

CLARENCE H. MACKAY, PRESIDENT.

RECEIVED AT

TELEGRAM

DELIVERY NO. 192

The Postal Telegraph-Cable Company (Incorporated) transmits and delivers this message subject to the terms and conditions printed on the back of this blank.

161—676 29 D T 42

DESIGN PATENT No. 40529

X-NewYork Ny., May 11 17.

File No 660

A.B.Apperson,
Prest. So Utah Ry Kearns Blg,
SaltLake

Our letter may fourth our price subject immediate acceptance one firebox ready for application our locomotive builders number 49309 is six hundred fifty dollars fob our works.Material to our specifivation shipment six months shall we enter order.

American Locomotive Co
125PM.

Jones Lee 3-up 5/11

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s, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. Day Letters shall be written in plain English. Code language is not permissible.

C. This Day Letter may be delivered by the Telegraph Company by telephoning the same to the addressee, and such delivery shall be a complete discharge of the obligation of the Telegraph Company to deliver.

D. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day

Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

B. Night Letters shall be written in plain English. Code language is not permissible.

No employee of the Company is authorized to vary the foregoing.

AMERICAN LOCOMOTIVE COMPANY
30 CHURCH STREET
NEW YORK.

CABLE ADDRESS
"LOCOMOTIVE-NEW YORK"

File No 660

May 12th 1917.

FHK

Mr A B Apperson, President,
Southern Utah Railway Co.,
Salt Lake City, Utah.

Dear Sir:

With further reference to your inquiry which was transmitted to us by our Mr Willett, and following our letter of May 4th, we now confirm our telegram to you of yesterday's date, as follows:

"Our letter May fourth, our price subject immediate acceptance, one firebox ready for application our locomotive builders number 49309 is six hundred fifty dollars fob our Works, material to our specification. Shipment six months. Shall we enter order."

The price of $650.00 f o b our Works as mentioned in our telegram is on the basis of furnishing one firebox to our standard material specifications, inspection and tests, consisting of crown, side, tube and door sheets fitted up and rivetted together except holes for rivetting to mud ring omitted for locomotive Shop No. 49309.

According to our records this is a Consolidation type locomotive with 20x26" cylinders and was originally built for the Castle Valley Railway. Please confirm our understanding as to this whenplacing order.

On account of the fluctuating condition of the market for the material involved, the price quoted is subject to immediate acceptance and we therefore suggest you advise us immediately on receipt of this letter preferably by wire whether same meets with your approval.

Referring to the last paragraph of your letter of April 30th, we shall be pleased to also quote you on the two fireboxes required for locomotives built by the Lima Co. as soon as you can obtain and mail us blueprints.

Thanking you for the inquiry and hoping to be favored with your order, we are,

Yours very truly,

Geo. A. Weiler

Asst. Manager of Sales

k

Eng/105

President's Office
RECEIVED
MAY 8 1917
Salt Lake City.

CABLE ADDRESS
"LOCOMOTIVE-NEW YORK"

AMERICAN LOCOMOTIVE COMPANY
30 CHURCH STREET
NEW YORK.

File No 660

May 4th, 1917.

FHK

Mr. A. B. Apperson, President,
Southern Utah Railway Co.,
Salt Lake City, Utah.

Dear Sir:-

We are pleased to learn through our Mr. A. T. Willett, that you are in the market for a locomotive firebox for Locomotive Shop Number 49309. We are having figures prepared and as soon as same are completed, shall be pleased to submit proposition accordingly.

We also note your remarks in regard to the fireboxes required for your two Lima Locomotives, and shall be pleased to submit proposition as soon as you can furnish us with the necessary prints.

Thanking you for the inquiry, we are

Very truly yours,

Geo. H. Weeler

Asst. Mgr. of Sales.

JS

Form 5002

TELEGRAM

File No. 660

THE DENVER AND RIO GRANDE RAILROAD COMPANY

TIME FILED: 130 AM..RA...MC....OG . 5 AM.

Helper, April 30th. 1917.

W. A. N.
Salt Lake.

Engine 105 built by American Loco. Co., Dec. 1910, builders number 49309.

J. P. Lehew.

Lima Loco & Mach Co
Lima Ohio

Built 1910

#103

Builders No.

1127

Very truly,

Thos E. Shears
General Agent

TES

Mr Luke
C/ Eng 103
a P.N. 3/1/17

L. B. BRAINERD, *President and Treasurer.*

F. B. ALLEN, *Vice President.* C. S. BLAKE, *Secretary.* L. F. MIDDLEBROOK, *Assistant Secretary.* W. R. C. CORSON, *Assistant Secretary.*

THE HARTFORD STEAM BOILER INSPECTION & INSURANCE COMPANY.

DENVER DEPARTMENT.
920 GAS & ELECTRIC BLDG., DENVER, COLO.
THOS. E. SHEARS, GENERAL AGENT.

President's Office,
RECEIVED
MAR 1 1917
Salt Lake City.

File No 660

February 27th, 1917

United States Fuel Co., and
Southern Utah Railroad Co.,
Kearns Building,
Salt Lake City, Utah

Gentlemen:-

Our Inspector, Mr. Anderson, reports on inspection of boilers on the Southern Railroad, as lately sent you, and advises us that the insurance policy on boiler No.105 should be suspended until such time as repairs he speaks of in his report, are completed. I therefore notify you that the insurance is suspended on boiler No.105 until such time as you report to us that it has been put in an insurable condition.

Very truly,

Thos E. Shears
General Agent

TES

Mr Luke
CV Eng 105
ackd 3/1/17

President's Office,
RECEIVED
JAN 1 1917
Salt Lake City.

File No 660

Salt Lake City, Jan. 15, 1917.

Mr. A. B. Apperson, Vice President,
United States Fuel Co.,
Salt Lake City, Utah.

Dear Mr. Apperson:-

I am handing you herewith some papers covering condition of the fire box of engine 105, and also the condition of engine 100.

Inasmuch as you instructed me several months ago to make no extensive repairs to any of these engines, I desire to advise that engine 105 is in such condition that it is necessary now to withdraw engine from service. This leaves us only engine 101 that is serviceable. I am advised that the new motor car is about ready for service and I was wondering if you desired us to make any further repairs to either the 100 or 105, to fit them for further service.

I would appreciate your early advice.

Yours truly,

Master Mechanic.

File No 660

Helper, Utah, January 14th, 1917.

Mr. Bennett:-

Following up my letter of January 11th attached, and in reply to yours of January 12th, relative to Castle Valley engines, and Mr. McIver making inspection of same. Please find his report attached.

It looks like there is not an engine stored at Hiawatha that we can put into service, but for your information, I have been advised that they have made two trips with the new motor between Price and Hiawatha, and I was just wondering if you could take up with Mr. Apperson to find out if this motor could be put into service permanently, so that we could discontinue the use of the steam locomotives.

Engine 101 that is now working between Price and Hiawatha is in pretty good condition. We can keep this engine in service, and if necessary, will send our Boiler Inspector to Hiawatha once a month to inspect the staybolts and remove broken bolts, and make repairs on Sunday, as this run does not work Sunday.

Hoping this meets with your approval.

A. James.

File No 660

Helper
Utah
1-13-17

Mr A James
A.M.M

Dear Sir

Referring to the attached, Wish to advise condition of Engines at Hiawatha Engine 100 fire box is in good Condition. Flues are very weak & have several broken at prosser mark. Machinery is in poor condition. Tires are worn to the limit & will have to have new tires

Engine 102 was taken out of service account of poor condition of fire box & will require new fire box before again going into service

Engine 104 was leased to Magna & Mr Mattison has taken exceptions to her be operated in the condition fire box is in

---

File No 660

917.

te you have engine
ou ânother one of
gine 100 for in-
105 aside?
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pector, also
rebox is in very

James.

File No 660

This crown sheet will have to have another row of crown stay at back of fire box Account of distances being to great from present stay to door sheet. Mr Mathieson also had me understand that this condition had to be fix before Engine was to go in service again. As he cut the steam pressure down to 150 lbs- & is comming over to Hiawatha in a few days

This for your information

Yours truly
S McIver
Inspt

File No 660

S L City, Jan. 12, 1917.

Mr. James:-

Referring to the attached. I note you have engine 101 running in place of engine 105. Have you another one of the Castle Valley Engines you could get, engine 100 for instance, that could be fitted up and set the 105 aside?

Please advise as quickly as possible.

W. J. Bennett.

[illegible] promptly what you want done with the 105.

Mr. Matheson, Government Boiler Inspector, also inspected this engine, and stated that the firebox is in very poor condition.

A. James.

File No. 660

Helper, Utah, January 11th, 1917.

Mr. Bennett:-

Kindly note the attached statement from Boiler Inspector McIver, relative to condition of Castle Valley Engine 105.

For your information, this side sheet was cracked at Hiawatha, January 8th. Have Engine towed in dead to Helper, and send the 101 to relieve this engine. Engine is now working between Price and Hiawatha. Wish you would kindly advise me promptly what you want done with the 105.

Mr. Matheson, Government Boiler Inspector, also inspected this engine, and stated that the firebox is in very poor condition.

A. James.

File No 660

Arr 1-8-17

Helper
Utah
1-11-17

Mr A. James
A M.M

This is to advise you condition of Engine Castle Valley 105 R side sheet has crack 39" long also several small headed stay bolts fire sheet is in pore condition. And would advise that the condition of this Engine be taken up with Castle Valley people As I consider this Engine in a dangerous condition to be operated & should not be allowed to again go in service untill new fire box is applied This for your information

Yours truly
McIver
Boiler Inspt

File No 660

SECRETARY, W. R. C. CORSON, ASSISTANT SECRETARY.

& INSURANCE COMPANY.

ON AND INSURANCE COMPANY
OILER INSPECTED ON THE

Anderson.

motive No.105

s, there being
was noted.
be determined,
ppear to be free

s far as could
d fire sheets
were noted in
s are plugged
ls were in good
1916 and appears
liances were in

be installed
aulty and cracked
in furnace, an
onomical when

Thos. E. Sneads
General Agent.

Per G. L.

Consolidated Fuel Co.,
Hiawatha, Utah.

BOILER INSPECTION REPORT
(Form 197. 100M-6-14.)

L. B. BRAINERD, PRESIDENT AND TREA R.
F. B. ALLEN, VICE-PRESIDENT. C. S. BLAKE, SECRETARY. L. F. MIDDLEBROOK, ASSISTANT SECRETARY. W. R. C. CORSON, ASSISTANT SECRETARY.

THE HARTFORD STEAM BOILER INSPECTION & INSURANCE COMPANY.

File No 660

THE HARTFORD STEAM BOILER INSPECTION AND INSURANCE COMPANY MAKES THE FOLLOWING REPORT OF THE CONDITION OF YOUR STEAM BOILER INSPECTED ON THE

28th day of June, 1916. By Inspector Soren Anderson.

One Loco. Firebox Boiler, location Locomotive No.105 Helper, Utah.

INTERNALLY:

Little scale was noted on inner surfaces, there being some at roots of crown bolts. No corrosion was noted. Braces and stays were sound as far as could be determined, no oil was found. Openings to attachments appear to be free and clear.

EXTERNALLY:

The shell plates and heads were sound as far as could be seen with exception of cracked and plugged fire sheets at a number of stay bolts. Two fire cracks were noted in flue sheet at junction of crown sheet, cracks are plugged but cannot be kept tight. Seams and tube ends were in good order. The steam gauge was tested on May 9, 1916 and appears to be correct. Blow-off-pipes and other appliances were in good condition. Lining was in good order.

It is recommended that a new flue sheet be installed on furnace end and also advised that due to faulty and cracked condition of side sheets and fire door sheet in furnace, an entire new furnace might be found the most economical when renewing tube sheet.

Very truly,

Thos. E. Shears
General Agent.

Per G. L.

Consolidated Fuel Co.,
Hiawatha, Utah.

SOUTHERN UTAH AND CASTLE VALLEY RR CO'S

Statement showing Cost of Locomotives. File No 660

SOUTHERN UTAH

Date Purchased	No.	Cost of Locomotive	Freight	Total Cost
Apr 1909	100	$11,000.00	$ 750.00	$11,750.00
Dec 1909	50	10,810.00	670.00	11,480.00
Aug 1910	102	13,155.00	773.72	13,928.72
Jan 1911	104	16,218.00	967.32	17,185.32
		$51,183.00	$3,161.04	$54,344.04
Ledger Balance - - - - - - - - - - - - - - - - - -				53,807.85
Depreciation written off - - - - - - - - - - - -				536.19

CASTLE VALLEY

Date Purchased	No.	Cost of Locomotive	Freight	Total Cost
Sep 1910	101	11,523.25		11,523.25
Jul 1911	105	14,377.02		14,377.02
Feb 1912	103	13,642.60	818.30	14,460.90
		$39,542.87	$818.30	$40,361.17

Seggregation between cost of locomotives 101 and 105 and freight unobtainable, nor can contracts be located. Above figures are taken from ledger.

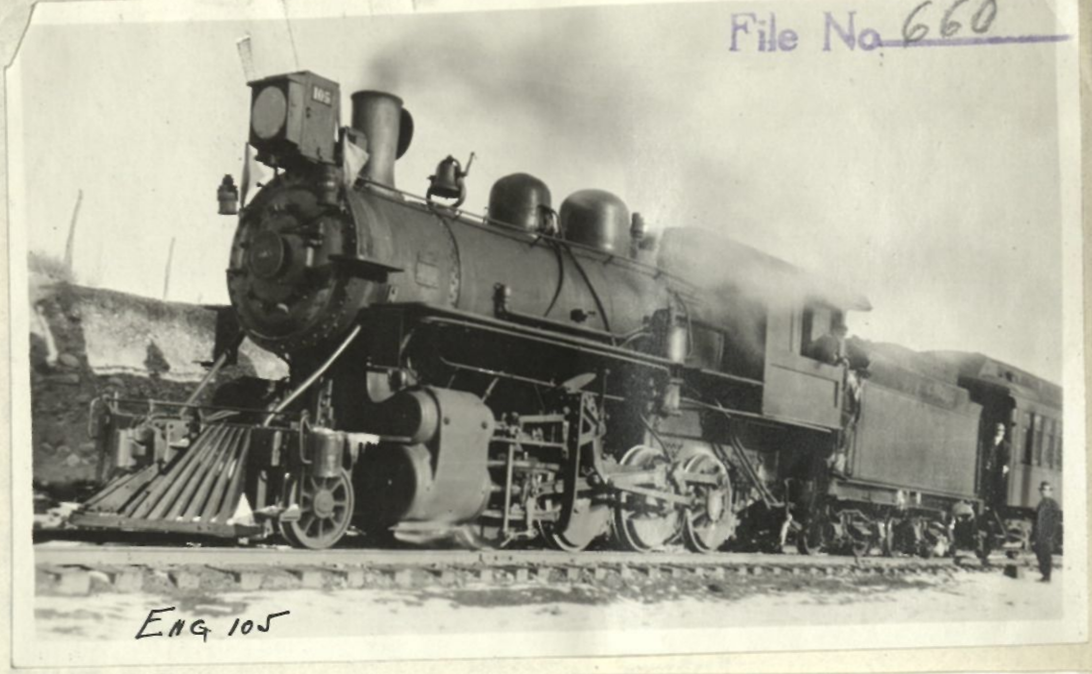
Contract price of locomotive 103 was $14,562.97, but this figure evidently included extra parts amounting to $920.37, which were charged to material and supply account.

All Southern Utah locomotives were purchased from Lima Locomotive Works.

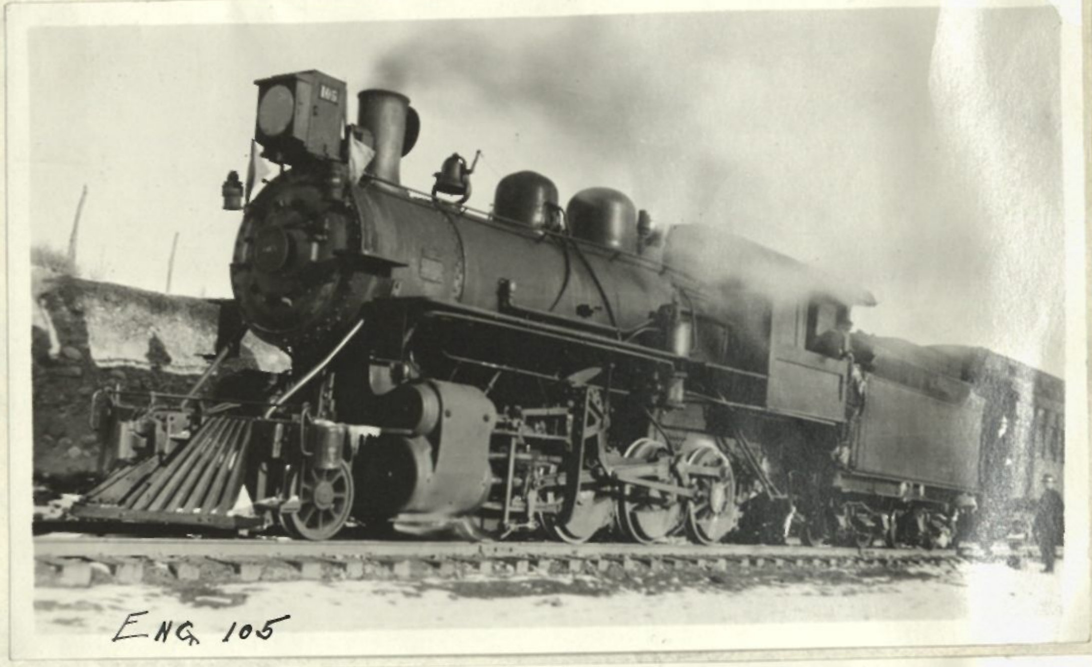
Castle Valley locomotives 101 and 103 were purchased from the Lima Locomotive works and 105 from Baldwin Locomotive Works.

Salt Lake City,
October 21st, 1914.

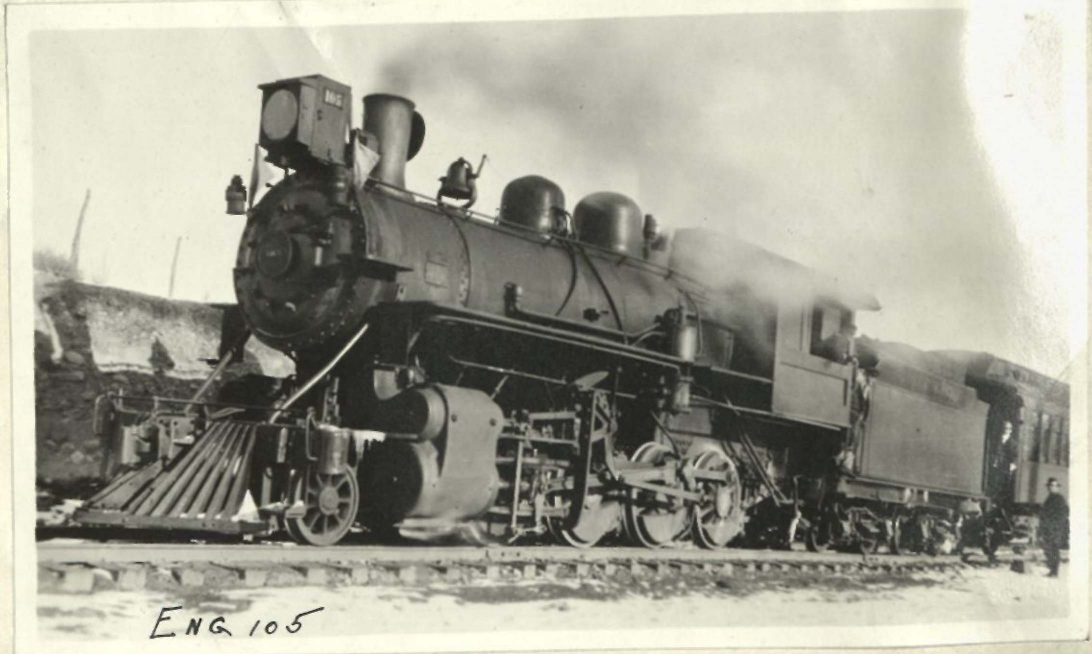
File No. 660



ENG 105

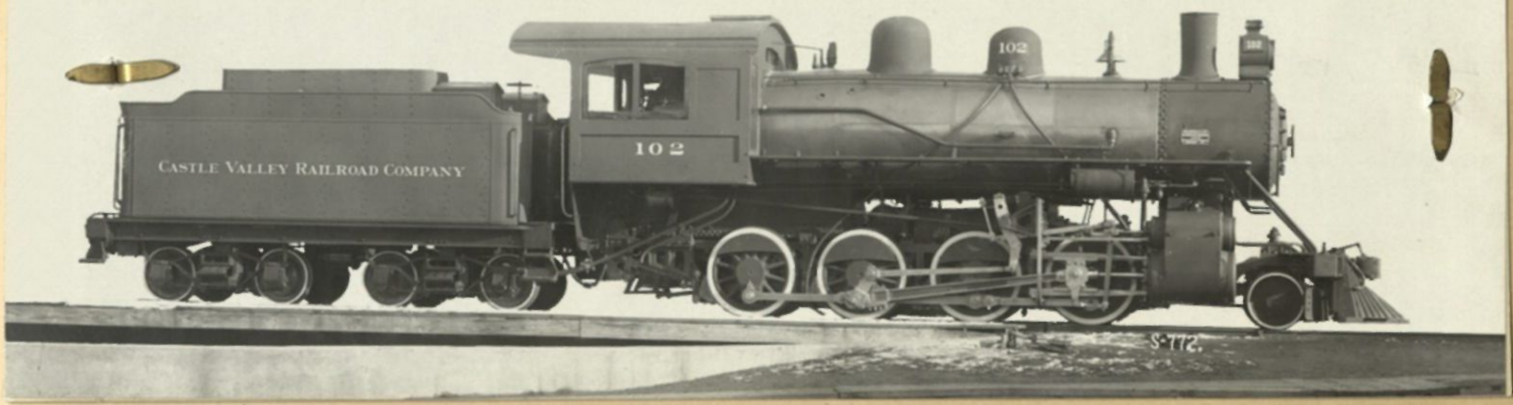


ENG 105



ENG 105

Utah Ry #3


CASTLE VALLEY RAILROAD COMPANY
102
102
S-772.

A.&G. 41262

(Mar.'10) R. D. 32

AMERICAN LOCOMOTIVE COMPANY

SPECIFICATION

No. A-5015

CODE WORD AMOREGARAS

FOR Castle Valley RR.

280-161 20" X 26" Consolidation Freight Locomotive

49309

files

FILE COPY

A.&G. 41267

(Mch.'10) E.D.32

AMERICAN LOCOMOTIVE COMPANY

30 CHURCH STREET
NEW YORK

SPECIFICATION NO. A-5015 CODE WORD AMOREGARAS

DRAWING NO. August 31st, 1910

OF A Consolidation Freight LOCOMOTIVE, TYPE 280 - 161

FOR CASTLE VALLEY RAILROAD

Gauge of Track	Cylinders			Driving Wheels Diameter	Boiler		Fire Box		Tubes		
	H. P. Diam.	L. P. Diam.	Stroke		Diameter	Pressure	Length	Width	Number	Diameter	Length
4'8-1/2"	20"	--	26"	50"	65" 70"	185 Pounds	117"	40-1/4"	275	2"	13'10"

Wheel Base			Approximate Weight in Working Order—Pounds				
Driving	Engine	Eng. & Tend., About	Leading	Driving	Trailing	Engine	Tender
15'6"	23'6"	52' 3-1/2"	18,000	143,000	- -	161,000	106,000

Fuel	Heating Surfaces—Square Feet				Grate Area Square Feet	Maximum Tractive Power	Factor of Adhesion
Kind	Tubes	Fire Box	Arch Tubes	Total			
Soft Coal	1980	180	- -	2160	32.8	32,700 Pounds	4.38

Limitations							
Weight Per Axle	Weight On Drivers	Weight Total	Width	Wheel Base Total	Length Over All	Height Above Rail	
						Stack	Tender Filling Hole
- -	- -	- -	- -	- -	- -	- -	- -

TENDER, TYPE Eight Wheel CAPACITY, WATER 5000 GALLONS. FUEL 9 tons

GENERAL DESIGN SHOWN BY photograph of S. & N. A. Engine #1199.

FRAMES, CYLINDERS, ETC.

Frames

Frames of best hammered iron, or cast steel thoroughly annealed. ~~Double or~~ single forward section ~~securely bolted and keyed, and~~ provided with lugs for holding cylinders. Frames thoroughly braced together and to boiler by suitable castings, braces, expansion plates and pads. Pedestals protected from wear by cast iron shoes and adjustable wedges, and securely fastened together at bottom by caps lugged and bolted to bottom of pedestal, ~~or by large bolt through cast iron thimble.~~

Cylinders

Cylinders, diameter 20", stroke 26", of close-grained iron as hard as can be worked. Cast with half saddle attached, secured together in a substantial manner and accurately bolted and keyed to frames.

Pistons

Pistons of cast ~~steel or~~ iron made with removable followers or solid heads, and fitted with approved form of cast iron packing rings. Piston rods of best hammered steel ample diameter, properly fitted and securely fastened to pistons and cross heads.

Valves

Steam chest valves: Piston type

Valve Motion

S~~tephenson or~~ Walschaert link motion graduated to cut off equally at all points of the stroke. Links, sliding-blocks, plates, lifting links, pins and rod jaws, of the best steel or hammered iron thoroughly case-hardened.

~~**Eccentrics**~~

~~Eccentrics of~~

~~**Eccentric Straps**~~

~~Eccentric Straps of~~

Rod Packing

Metallic packing on piston rods and valve stems

Guides

Guides two bar type of steel, securely bolted to cylinder heads and to rigid guide yoke extending across frames.

Crossheads

Crossheads Alligator type, of cast steel with ample bearings.

DRIVING WHEELS, RODS, ETC.

Driving Wheels

Driving wheels, number 8, diameter 50", diameter centers 44", carefully proportioned and accurately counterbalanced. Main centers of cast iron, other centers of cast iron.

Tires

Tires of O. H. steel Ry. S. S. Co's. make 3" thick.
Flanged tires on all drivers 5-1/2" wide.
~~Plain tires~~ ~~wide~~

Axles

Axles of hammered openhearth steel finished in best manner.
Main journals, diameter 9", length 11"
Others, diameter 9", length 11"

Boxes

Main driving boxes of cast iron other driving boxes of cast iron with deep flanges and large oil cellars, and carefully fitted with heavy bronze bearings arranged with suitable oil grooves.

Springs

Driving springs of best cast steel, tempered in oil, and secured to a system of equalizing beams to insure the engine riding in the best possible manner.

Rods

Connecting rods of hammered openhearth steel, fitted with adjustable bronze bearings.
Parallel rods of hammered openhearth steel with bronze bushings.

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BOILER AND BOILER FITTINGS.

Boiler

Boiler Extended wagon top type, outside diameter of waist at front end 65-1/8", largest course 70" diameter, material of shell, homogeneous boiler steel, Dome well secured to boiler. Shell thoroughly reinforced at opening.

Boiler well designed, thoroughly braced and stayed, of best workmanship, and capable of carrying, with a factor of safety of 4½, a working pressure of 185 lbs. per square inch.

Boiler tested, with steam to 20% above working pressure and hot water to 25% above working pressure. Sloping backhead.

Horizontal seams butt jointed, sextuple riveted, with welt strips inside and outside. Plates planed at edges and caulked with round-nose tool.

Rivet holes reamed, after plates are assembled, to insure uniform holes, and slightly countersunk under heads of rivets. Rivets driven by hydraulic or pneumatic pressure wherever possible.

Throat sheet sufficiently increased in thickness to maintain required section after flanging. All plates carefully flanged, and all hand-flanged plates carefully annealed after flanging.

Tube holes accurately bored, and sharp corners rounded off to prevent cutting tubes.

Fire Box

Fire box of homogeneous fire box steel, length, inside 117-3/16" width inside 40¼", crown sheet 3/8", tube sheet 1/2", sides 3/8", back 5/16", water space front 4", sides 3-1/2", back 3-1/2"

Mud Ring

Mud ring accurately fitted and substantially double riveted.

Staybolts

Staybolts of wrot. iron to A.L.Co's.spec. 7/8" diameter, screwed and riveted to sheets, and spaced not over 4" from center to center, with tell tale holes drilled in outer ends.

Crown sheet supported by radial stays of wrot. iron to A.L.Co's.spec. body 15/16" diameter, with enlarged ends, screwed through the crown and shell and riveted over, except the 6 center rows which have button heads under crown, and 2 front transverse rows which are Tate expansion stays.

Tubes

Tubes of charcoal iron, Worth Bros. #12 B. W. G. thick 275 in number, 2" outside diameter, 13'10" long, set with copper ferrules at fire box end, 3/4" tube spaces.

~~**Fire Brick**~~

~~Fire brick arch supported on~~

Cleaning Holes

Washout plugs provided at corners, sides and ends of fire box, above fire door and crown sheet, and for washing shell of boiler.

Blow-off Cock

Blow-off cock one A.L.Co's. standard.

Safety Valves

Safety valves two 3" Coale open pops.

Water Supply

Furnished by two #9 Nathan Monitor injectors.

Throttle and Steam Pipes

Balanced throttle valve placed in dome with wrought iron dry pipe and cast iron steam pipes connecting to cylinders.

Grates

Cast iron rocking bars suitable for fuel.

Ash Pan

Ash pan of steel plate, self dumping

Smoke Box

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Smoke box extended and fitted with netting and deflecting plates. Front and door carefully fitted.

Smoke Stack

Smoke stack designed to give maximum draft

S. D.

Crank Pins	Crank pins of best hammered openhearth steel with ample bearing surfaces.
Lubrication	All bearings on engine provided with suitable means for their proper lubrication, adjustable oil cups on guides and suitable oil or grease cups on rods. Cylinders and valves oiled from cab through copper pipes under jacket by lubricator. **Nathan triple, Bull's-eye.**

ENGINE TRUCK.

Leading Truck	Frame of wrought iron, or best cast steel carefully annealed. Engine truck boxes of cast iron with bronze bearings, boxes working in suitable pedestals with approved arrangement of equalizing beams and springs. **Radial** center bearing of ample diameter.
Springs	Springs of best cast steel tempered in oil.
Leading Wheels	Leading wheels, number **2**, diameter **30" cast iron plate, chilled tread.** Axles of best hammered openhearth steel. Journals, diameter **5-1/2"**, length **10"**
~~**Trailing Wheels**~~	~~Trailing wheels, number , diameter , diameter centers~~ Centers of Tires of thick wide Trailing truck type, with journals. ~~Axles of best hammered openhearth steel. Journals, diameter , length~~

CAB, PILOT AND FIXTURES.

Cab	Cab substantially built of **wood**; thoroughly braced and secured to boiler and running boards, furnished with suitable sliding windows, and with convenient tool boxes, seats, cushions and arm rests for engineer and fireman.
Running Boards	Running boards of **wood.**
Pilot	Pilot of **wood.**
Coupler	Coupler **Tower M.C.B. automatic.**
Sand Box	Sand box of ample capacity arranged with suitable valves and pipes. Sander **Harry Vissering pneumatic double.**
Headlight	Headlight **one 16" round case, front of engine.**
Fixtures	Engine provided with support for headlight, bell, cast iron whistle, steam gauge, gauge cocks, glass water gauge, blower, cab lamps.
Tools	Engine provided with all necessary wrenches, firing tools, hammers, chisels, packing tools, one jack screw one pinch bar, one scoop shovel, oil cans and torch.
Templates	Principal parts of engine fitted to gauges and templates, and interchangeable.
Bolts and Nuts	All bolt threads U. S. Standard, except where finer threads are necessary. All finished removable nuts case-hardened.
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Hand Rails	Hand rails of iron conveniently arranged and securely fastened.

TENDER.

Frame	Frame substantially built of 10" steel channels thoroughly braced.
Coupler	Coupler Tower M.C.B. automatic.
~~Draft Gear~~	~~Draft Gear~~
Trucks	Two four-wheel center bearing trucks arch bar type with heavy bolsters.
Springs	Springs of best cast steel tempered in oil.
Wheels	Wheels, number 8, diameter 33" cast iron plate, chilled tread.
Axles	Axles of hammered steel. Journal, diameter 5", length, 9"
Brake	Brake on both trucks with suitable brake beams.
Tank	Tank U shape level top type made of steel plates strongly riveted together, with angle iron corners, thoroughly braced and stayed, and well secured to tender frame. Coal gates of wood. Water capacity 5000 U. S. Gallons, (231 cubic inches) Coal capacity 9 tons (2000 lbs.),
Tool Boxes	Tool boxes of wood.

GENERAL FINISH.

General Finish	Cylinder casings of sheet steel, with pressed steel painted head covers. Steam chest body casings of sheet steel with cast iron or pressed steel covers.
Lagging	Boiler lagged with asbestos cement.
	Cylinders lagged with sectional magnesia.
Jacket	Boiler jacket of sheet steel or planished iron neatly secured by bands.
Painting	Engine and tender well painted and varnished, with marking and numbers as specified by Railway Company.
Patents	All patent fees not covered by this specification excepted.

BRAKES AND SPECIALTIES.

Brakes	Westinghouse-American combined automatic air brakes, schedule A-1, WN-2 and FL-1212 applied to all drivers, to tender wheels and for train connections. 9-1/2" air pump. Main reservoirs with a total capacity of at least 44,000 cubic inches.

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